

Use at your own risk. The pilot must refer to the FAA approved documents for the correct information, and is responsible for safe operation of aircraft.

Cessna 172N – 180HP V1.4 3/23/2025	
TAKEOFF Normal: Rotate 48 KIAS Vy 73 KIAS (72 KIAS @ 10,000' DA) Short/Soft: Flaps 10°/10° Vx 62 KIAS (67 KIAS @ 10,000' DA)	
CRUISE CLIMB 75-85 KIAS MAXIMUM GLIDE SPEED 68 KIAS (flaps up@ GW) 62 KIAS @ 2150# / 56 KIAS @ 1750 #	
>1000' AGL • Oil Pres/Temp • Ammeter • Lights On	
CRUISE • Mixture LEAN to peak EGT , then ENRICH 50°F rich of peak for Best power. • Heading Indicator SET • Routinely Check Gauges: • Oil Press/Temp • Ammeter • Fuel	
LANDING • Landing Light ON • AutoPilot OFF • GUMPS • Carb Heat ON • Fuel BOTH • Mixture ENRICH • Approach at 65-75 KIAS (flaps up) 60-70 KIAS (30° flaps)	
CAS KIAS Vso 40 Vs1 50 Vfe 85 Va 2550 105 Va 2150 95 Va 1750 85 Vno 127 Vne 158	Recommended Pattern Speeds/ Approx Pwr Settings Downwind: 85 - 95 KIAS / 2000 RPM Abeam: 80 - 85 KIAS / 1500 RPM Base: 70 - 80 KIAS / 1500 RPM Final: 60 - 70 KIAS / 1500 RPM (Flaps – No Flaps)
GO AROUND • Full Throttle • Pitch up • Carb Heat OFF • Flaps retract to 20° • Climbing & above 65 KIAS retract flaps	
AFTER LANDING • Carb Heat OFF • Flaps UP • Mixture LEAN for taxi	
SHUTDOWN • Avionics/Lights OFF • Mixture OFF • Master OFF • • Mags OFF • Parking Brake SET • Pitot Tube Covers Installed • Control Lock Installed • Flight Plan Closed	
POSTFLIGHT • Hobbs & Tach Time RECORD • Windows & Leading Edges CLEAN • Wheel Chocks SET • Seat Belts SECURE • Interior CLEAN • Airplane LOCKED • Flight Log ENTERED • Flight Plan CLOSED • Hangar SECURE • Lights OFF • Doors LOCKED	
Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 BOI App/Dep:119.6 unless directed to 126.9 FSS BOI: 122.6	

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PREFLIGHT Pitot/AOA Tube Covers-REMOVED Gust Lock - REMOVED Avionics Master-OFF AOA Pitot Heat/Pitot Heat - OFF Master – ON (Right side only) Hobbs – Check with Flight Log Tach Time Check < Oil Change Flaps – 20° Smooth Operation Fuel Gauges – CHECK Exterior Lights - CHECK Interior Lights - CHECK Master – OFF Baggage Door – LOCKED Tires/Brakes – Press/Leaks (Main 38 psi - Nose 45 psi) Fuel Quantity & Caps Secure. Oil level: 6 MIN / 7 MAX Qts. Nose Strut - Correct travel Prop/Spinner - Inspect Static Ports - Clear Check Fuel Wing Drains - Quality Engine Fuel Strainer-Drain Final Walk/Look Around/Tow Bar	AFTER START Master – ON (Left and Right) Throttle – 1000 RPM Oil Pressure– in green < 30 seconds Flaps – UP Mixture – LEAN FOR TAXI Avionics Master – ON AutoPilot Preflight See any C182 G3X manual pg 295 and FMS-Limitations 2-1 and Preflight 7-7. ESP on G5 - Know how to Disengage GTN750Xi – Set Fuel Qty/Fuel Burn Taxi Lights - ON Transponder – ALT
START Seats – LOCKED Seat/Shoulder Belts– FASTENED Parking Brake – SET Passenger Briefing Fuel – ON BOTH Circuit Breakers – IN Mixture – RICH Carb Heat – COLD Prime – As Required (max 3) Throttle – OPEN ½ Inch Beacon – ON Prop Area - Clear (Yell) Master – ON (Right side only) Engage Starter (max 20 sec crank if no start)	RUNUP Doors & Windows – LATCHED Controls – FREE & CORRECT Flaps – UP Trim – TAKEOFF Throttle – 1700 RPM Mixture – FULL RICH (Lean for Best Power above 3,000' DA) MAG TEST: Note: Electronic Ignition on R mag. Drop will be different (L < 125 rpm, R < 50 rpm) When switching R to Both, there will be a slight drop in RPM. Switch mag positions quickly to minimize backfire or momentary loss RPM. Carb Heat – TEST Ammeter - Charging Low Voltage Light - Out Throttle – back to 1000 RPM Instruments – CHECK/SET Garmin G5 baro pressure set/referenced same as conventional Altimeter Seat Belts/Harnesa – SECURE COM – First Freq. 122.7 KMAN KMAN ASOS:118.325 Headsets Check – Noise Canceling ON Check Intercom/Com volumes/operation AutoPilot – OFF GTN750Xi/Avionics – Set Up
BEFORE TAKEOFF Flaps UP OR 10° • Carb Heat OFF • • Landing Lights/Strobes ON • Headset ON • Transponder - ALT - Clearing circle for Pattern Traffic • What is your ABORT Plan?	