Cessna 172M – 160HP   V1.7 4/2/2025

TAKEOFF
Normal: Rotate 68 mph **Vy 91 mph** (80 mph @ 10,000' DA)
Short/Soft: Flaps 0 /10° **Vx 68 mph** (73 mph @ 10,000' DA)

CRUISE CLIMB   80-90 mph @ Max RPM
Do Not exceed 2500 RPM for more than 5 min during climb out

BEST GLIDE   80 mph (flaps up)

>1000' AGL   • Oil Pres/Temp • Ammeter • Lights

CRUISE Do Not exceed 2500 RPM for more than 5 min during Cruise
• Mixture **LEAN** for max RPM
• Heading Indicator **SET** • Routinely Check Gauges:
• Oil Press/Temp • Ammeter • Fuel • Carb Temp (64R)

LANDING   • Landing Light **ON**
• Carb Heat **ON** • Fuel **BOTH** • Mixture **ENRICH**
• Approach at **70-80 mph (flaps up) 65-75 mph (flaps down)**

GO AROUND
• Full Throttle • Pitch up • Carb Heat **OFF**
• Flaps retract to **20°** • *Climbing & above 65 mph* 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 Cover **Installed**
• Control Lock **Installed** • Flight Plan **Closed**

POSTFLIGHT
• Hobbs & Tach Time **RECORD** • Windows & Leading Edges **CLEAN**
• Wheel Chocks **SET** • Seat Belts **SECURE** • Interior **CLEANED**
• Airplane **LOCKED** • Flight Log **ENTERED** • Flight Plan **CLOSED**
• Hangar **SECURE** • Lights **OFF** • Doors **LOCKED**

IAS MPH	Recommended Pattern Speeds/ Approx Pwr Settings
Vso 50	
Vs1 40	Downwind: 90 - 95 mph / 2000 RPM
Vfe 100	
Va 2300 112	Abeam: 80 - 85 mph / 1500 RPM
Va 1950 103	
Va 1600 93	Base: 75 - 80 mph / 1500 RPM
Vno 145	
Vne 182	Final: 65 - 70 mph / 1500 RPM
	(Flaps – No Flaps)

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
BOI Twr 118.1 / Gnd 121.7   FSS BOI: 122.6

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 29 psi - Nose 31 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

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)

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
GTN750Xi – Set Fuel Qty/Fuel Burn
Taxi Lights - ON
Transponder – ALT

RUNUP
Doors & Windows – LATCHED
Controls – FREE & CORRECT
Flaps – UP
Trim – TAKEOFF
Fuel – BOTH
Throttle – 1700 RPM
Mixture – FULL RICH (Lean for Best Power above 3,000' DA)
Mags (drop< 125, difference ea <50)
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/Harness – SECURE
COM – First Freq. 122.7 KMAN
KMAN ASOS:118.325
Headsets Check–Noise Canceling ON
Check Intercom/Com volumes/operation
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?