

INITIAL

Weather & Den. Alt.
Weight & Balance
Performance Req.
Flight Plan - File
Papers - A.R.O.W.
Fuel - Both
Control Lock
Master - On
Flaps - Extend
Pitot Heat - Test
Lights - Int. / Ext.
Fuel Gauges - True
Avionics Cooling Fan
Master - Off

EXTERIOR SUMMARY
After thorough Geographic Check

Fuel Quantity
Fuel Quality
Caps/Drains/Vents
Engine / Oil / Belt
Prop / Air Intake
Exhaust System
Stall Indicator - Test
Surfaces & Controls
Pitot & Static Ports
Gear / Tires / Brakes
Antennas
Ties/Chocks/Towbar
Baggage Door
Final Walk Around

INTERIOR

Passenger Brief
Hobbs / Tach Time
Circuit Breakers
Alternate Static

START

Seat Track/Back - Lock
Avionics - Off
Autopilot - Off
Carb Heat - Off
Mixture - Full Rich
Throttle - Slight
Prime
Brakes
Prop - Clear
Master - On
Beacon - On
Mags - Start
Oil Pressure
Lights - As Req.
Mixture - As Req.

PRE-TAXI / TAXI

Seat Belts / Harness
Flaps - Up
Heat / Vent / Defrost
Avionics - On
ATIS / AWOS
Altimeter
XPDR - Alt + Sqwk
ADS-B - On
Radio - Test
Taxi Light - As Req.
Brakes - Test
Attitude Indic. - Test
Turn Coord. - Test
H.I. To Compass - Test

RUN-UP

Brakes
Fuel - Both
Trim - Takeoff
Flight Controls
Instruments
Mixture - Best Power
Primer - In & Lock
1700 RPM
Mags - Test *R-L-Both*
Carb Heat - Test
Vacuum
Amps / Volts
Oil Pressure
Oil Temperature
Idle - Check Closed
Throttle Friction

PRE-TAKEOFF

Flaps - 0° - 10°
Mixture - Best Power
Carb Heat - Off *Or As Req.*
XPDR - Alt + Sqwk
Heading Bug
Doors / Windows
Landing Light - On
Strobes - As Req.
Time - Note
Brakes - Release

ABORT PLAN - READY!

TAKEOFF

Full Throttle
2300 RPM *Minimum*
Oil Pressure
Rotate - *55 (63)
Vy - 76 (87)
Flaps - Up

CLIMB

70-85 (81-98)
Power
Mixture
Instruments
Taxi / Land Light - Off
Flight Plan - Open

CRUISE

Power
Mixture
Instruments

DESCENT

Mixture - Richen
Fuel - Both
Carb Heat - As Req.
ATIS / AWOS
Altimeter
Instruments

PRE-LANDING

Brakes - Pedal Test
Landing Light - On
Autopilot - Off
Seat Belt / Harness
Mixture - Best Power
Carb Heat - On
Fuel - Both
Flaps - As Req.

LANDING

Flaps - 30° *Or As Req.*
*60 (69)

G.U.M.P.F.S

GO-AROUND

Power - Full
Carb Heat - Off
Positive Rate Climb
Flaps - Retract Slowly

AFTER LANDING

Flaps - Up
Carb Heat - Off
Strobes - Off
Landing Light - Off
Taxi Light - As Req.
Pitot Heat - Off
Mixture - As Req.
Trim - Takeoff
XPDR - Alt + Sqwk

SECURING

ELT - Verify Silent
Avionics - Off
Mixture - Full Lean
Mags - Off
Master - Off
Fuel - Left or Right
Lights - Off
Hobbs / Tach Time
Control Lock
Chocks
Tie Downs
Pitot Cover
Baggage Door
Cabin Doors

Close Flight Plan

* Adjust Speed
As Needed For
Conditions.

Check Your POH
For Notes / Cautions
Plus Manufacturer
For Revisions.

Vr • Rotation - 55 (63)
Vx • Best Angle Climb - 60 (69)
Vy • Best Rate Climb - 76 (87)

Vs₀ • Stall With Flaps - 33 (38)
Vs • Stall w/o Flaps - 44 (51)
Best Glide (2000 lbs) - 59 (68)
Best Glide (Full Gross) - 65 (75)

Va • Max Abrupt Ctrl (2000 lbs) - 90 (104)
Va • Max Abrupt (Full Gross) - 99 (114)
Vno • Max Structural Cruise - 127 (146)
Vne • Never Exceed - 158 (182)

Vfe • 10° Flaps - 110 (127)
Vfe • Full Flaps - 85 (98)
X Wind • Max Demo'd - 15 (17)

KNOTS (MPH)

FLAPS °

- NOTES -

DEPARTURE

Rotation * 55 (63)
Best Angle Climb 60 (69)
Best Rate Climb 76 (87)

Short Field: 10° Flaps. Climb 56 (64) Until Clear.
Soft Field: 10° Flaps.

CRUISE TAS - 5,000'

Economy 92 (106)
Normal 103 (119)
Maximum 112 (129)

2240 RPM - 6.2 GPH - 55%
2420 RPM - 7.3 GPH - 65%
2550 RPM - 8.4 GPH - 75%

ARRIVAL

Approach 75 (86)
Short Final * 60 (69)

1700 RPM (Initially)
Idle - 1200 RPM

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Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max Gross Wt., No Wind, "Best Power", Wheel Pants, New Engine. () = MPH.

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VERTICAL SCALE = NAUTICAL MILES PER INCH:

WAC = 14

SEC = 7

TAC = 3.5

NOS = 12

JEPP = 15

ELA = 12

~ IMPORTANT... FREQUENTLY CHECK OUR WEBSITE & MANUFACTURER FOR UPDATES ~ COMPLETE CUSTOMIZATION AVAILABLE INCLUDING SIZES & FORMATS ~ PLEASE DO NOT COPY ~

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE - 65 KIAS (75 MPH)

Full Gross Weight

FUEL SELECTOR - OFF

MIXTURE - FULL LEAN / IDLE CUTOFF

FLAPS - DOWN

MASTER & MAGS - OFF

UNLATCH DOORS
PROTECT BODY

POWER LOSS IN FLIGHT

BEST GLIDE - 65 KIAS (75 MPH)

Full Gross Weight

CARB HEAT - ON

Also Supplies Alternate Air

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE

MIXTURE - FULL RICH

FUEL SELECTOR - CHECK / SWITCH / BOTH

Note Gauges

FUEL PRIMER - LOCKED

Try Re-Priming

MAGNETOS - CHECK ALL

MASTER - ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE

SQUAWK 7700

DECLARE EMERGENCY

TWR, APP, Unicom, 121.5

MIXTURE - FULL LEAN / IDLE CUTOFF

FUEL SELECTOR - OFF

SEATBELTS / HARNESS

FLAPS - AS NEEDED

Full Flaps When Field Assured

MASTER & MAGS - OFF

UNLATCH DOORS

PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER - OFF

Mags - On

CLOSE VENTS, CABIN HEAT, & AIR

IF FIRE OUT - MASTER ON ONLY IF CRITICAL

Vents - Open

THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME

RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

MIXTURE - FULL LEAN / IDLE CUTOFF

FUEL SELECTOR - OFF

MASTER SWITCH - OFF

CABIN HEAT & AIR - OFF

Except Overhead Vents

INCREASE SPEED TO EXTINGUISH - LAND ASAP. 100 KIAS (115 MPH)

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE

IF START - RUN A FEW SECONDS - SHUTDOWN - INSPECT

IF NO START - IDLE MIXTURE CUTOFF & FUEL SELECTOR - OFF

THROTTLE - FULL OPEN

CONTINUE CRANKING ENGINE A FEW SECONDS

MASTER & MAGS - OFF

EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT - ON

CARB HEAT - ON

CABIN HEAT & DEFROST - MAXIMUM

STRONGLY CONSIDER 180° TURN

ATTAIN HIGHER OR LOWER ALTITUDE

INCREASE ENGINE SPEED

FLAPS - NOT RECOMMENDED FOR LANDING

LAND FASTER AS NEEDED

OTHER

AMMETER w/EXCESS RATE OF CHARGE: Alternator - Off, Pull C.B. / Nonessential Electric - Off / Terminate Flight ASAP.

LOW VOLTAGE: Avionics Power Switch - Off / Alt. C.B. - In / Master - Off, Then, Master - On / Ck. Volt Lt. Off / Avionics - On / If Illuminates Again: Alt. & Electric - Off / Terminate Flight ASAP.

RADIO OUT: Check Circuit Breakers & VOLUME
Recycle Alternator Switch
If IFR & Still Out, Set XPDR To 7600.
(Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 - 122.8 - 122.95 - 123.0 - 123.05
MULTICOM: 122.9 (CTAF) - 122.75 - 122.85 (Air To Air)
F.S.S.: 122.000-122.675. **Most Common-122.2**
EMERGENCY: 121.5

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* Every Plane Has A Different Empty Weight And Useful Load
Cessna 172p (Lycoming: O-320-D2J, 160 HP)

* Empty Weight: LBS (Specific Plane Weight)
* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Area: 120 LBS (Included In Useful Load)
Max. T.O. Weight: 2400 LBS

Fuel Type: 100 LL (Blue) / 100 (Green)
Usable Fuel: 40 Gals. (50 L.R Tanks) (62 Integral Tanks)
Oil Capacity: 8 Quarts (Minimum 5)
Electrical: 24-28 VOLT / 60 AMP
Tire Pressure: Nose-34 PSI / Main-28 PSI

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