Revised 6/28/2020

Cessna N65058 — 172 P

INITIAL

Weather – Checked
NOTAMS – Checked
Weight & Balance
Fuel Required Gal. ____
A.R.O.W.
Pitot Cover – Remove
Gust Locks – Remove
Fuel – Both
Master – On
Flaps – Extend
Lights – Check
Fuel Gauges – Verify
Master – Off

EXTERIOR

Fuel Quantity – Stick
Fuel Quality – Sump
Caps, Drains, Vents
Oil – 6 to 7 qts.
Engine & Belt – Check
Prop & Air Intake – Check
Exhaust System – Check
Control Surfaces – Check
Pitot & Static Ports – Clear
Gear, Tires, Brakes
Antennas – Check
Ties, Chocks, Towbar
Baggage Door – Check

INTERIOR

Passenger Brief
Hobbs – Record
Alt Static – Closed
Brakes – Pedal Test
Seatbelts – Fastened
Seats – Locked

ENGINE START

Avionics – Off
Fuel – Both
Trim – Set for Takeoff
Mixture – Full Rich
Throttle – Open ¼ in.
Carb Heat – Off
Beacon – On
Breakers – Checked In
Master – On
Prime – As Required
Prop – Clear
Mags – Start
Oil Pressure – Check
RPM – Idle
Mixture – Lean for Taxi

PRE-TAXI

Flaps – Retracted
Heat/Air – Set
Avionics – On/Set
ATIS/AWOS – Listen
Altimeter – Set
Transponder – On/Stby
Radio – Test
Taxi/Nav Light – As Req
Brakes – Pedal Test

TAXI

DG & Compass *should be free moving & indicating known hdgs while taxiing*
Attitude Indicator – Check
Turn Coordinator – Check

RUN UP

Brakes – Apply
Controls – Free & Correct
Instruments – 6 Checked
Mixture – Rich
Primer – Locked
Throttle – 1700 RPM
Mags – R/L/Both
Carb Heat – Test
Vacuum – Check
Amps/ Volts – Check
Oil Pressure – Check
Oil Temp – Check
Throttle – Idle

PRE-TAKEOFF

Fuel – Both
Trim – Takeoff
Flaps – 0°- 10°
Mixture – Rich
Carb Heat – Off
Landing Light – On
Strobes – On
Transponder – Alt/ Sqwk
Doors & Windows – Latch
DG – Set to Compass
Time – Note
Check for Traffic & Call

TAKEOFF

Wind Direction – Note
X-Wind Correction – Apply
Throttle – Full
Engine Gauges – Green
Airspeed – Alive
Rotate – **V_r 55** Kts.
Pitch for – **V_y 76** Kts.

CLIMB

Airspeed **70-80** Kts.
Power – Set
Mixture – Set
Instruments – Check
Taxi/ Lnd Light – Off

CRUISE

Power – Set
Mixture – Set
Instruments – Check
DG – Set to Compass

DESCENT

Mixture – Richen
Carb Heat – As Required
ATIS/AWOS – Listen
Altimeter – Set
DG – Set to Compass
Instruments – Check

PRE-LANDING

Fuel – Both
Landing Light – On (10mi)
Seat Belts – Fastened
Radio – Announce Position
Airspeed – White Arc

Read & Do Checklists

LANDING

Carb Heat – On
Throttle – Reduce
Flaps – 10°- 30°
Airspeed – Set
Trim – As required

AFTER LANDING

Announce Clear of Rwy
Trim – Set for Takeoff
Flaps – Retract
Mixture – Lean for Taxi
Carb Heat – Off
Landing/Strobe Light – Off
Taxi Light – As Req
Transponder – Stby

SHUTDOWN

Turn off In Order
Music – Avionics
Mixture – Cutoff
Mags – Off
Master – Off

SECURING

Switches – Off
Hobbs/Tach – Record
Squawks – Notify
Gust Lock – Install
Pitot Cover – Install
Cowl Plugs – Install
Chocks/Tie Down
Verify Quiet & Dark

Do & Verify Checklists

V_r • Rotation Speed – **55** Kts.
V_x • Best Climb Angle – **56** Kts.
V_y • Best Climb Rate – **76** Kts.
V_{so} • Stall Speed (Dirty) – **33** Kts.
V_s • Stall Speed (Clean) – **44** Kts.
V_g • Best Glide Speed – **65** Kts.
V_a • Maneuvering Speed – **97** Kts.
V_{fe} • Flap Extended – **85** Kts.
V_{no} • Normal Operating – **127** Kts.
V_{ne} • Never Exceed – **158** Kts.
X Wind • Max Demo'd – **15** kts

	Knots	Flaps	– Notes –
Cruise Settings (TAS – 6,000')			*Lean mixture above 3000ft*
Economy	**101 Kts.**	0°	2300 RPM – 6.4 GPH – 57% Power
Normal	**107 Kts.**	0°	2400 RPM – 7.0 GPH – 63% Power
Maximum	**113 Kts.**	0°	2500 RPM – 7.8 GPH – 69% Power
Arrival			
Approach	**70 – 65 Kts.**	10° - 20°	1400 RPM *(initially)*
Short Final	**65 – 61 Kts.**	30°	Idle – 1200 RPM
Lebanon (M54) 588' CTAF – 122.725 AWOS – 118.325	Gallatin (XNX) 583' CTAF – 123.05 AWOS – 132.725		Short Field Takeoff (50 ft. obstacle): 0° Flaps Climb **V_x 56 Kts** until clear Short Field Takeoff (No obstacle): 10° Flaps Soft Field Takeoff 10° Flaps

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ENGINE FAILURE – RESTART

AIRSPEED ..... PITCH FOR **65** KTS
FUEL SELECTOR ..... BOTH
MIXTURE ..... FULL RICH
CARB HEAT ..... ON (OUT)
PRIMER ..... IN & LOCKED
MAGS ..... BOTH/ START (*If propeller has stopped windmilling*)

If no restart proceed to forced landing checklist
Once landing is assured and time permits

FORCED LANDING

SEATBELTS & SHOULDER HARNESSES ..... SECURE
AIRSPEED ..... **65** KTS (flaps up) **60** KTS (flaps down)
MIXTURE ..... CUTOFF
FUEL SELECTOR ..... OFF
MAGS ..... OFF
RADIO ..... 121.5 (Declare Emergency)
TRANSPONDER 7700
FLAPS ..... 40° RECCOMENDED
MASTER ..... OFF
DOORS ..... UNLATCHED

ENGINE FIRE IN FLIGHT

MIXTURE ..... CUTOFF
FUEL SELECTOR ..... OFF
MASTER ..... OFF
CABIN HEAT ..... CLOSED
AIRSPEED ..... **100** - **120** KTS

Proceed to forced landing checklist

ELECTRICAL FIRE IN FLIGHT

MASTER & AVIONICS MASTER ..... OFF
CABIN HEAT ..... OFF
Land at nearest airport or proceed to forced landing checklist

OVERVOLTAGE LIGHT

If light illuminates alternator will disengage
MASTER ..... OFF, THEN ON
If overvoltage light remains off proceed normally
** If overvoltage light remains on*
MASTER ..... OFF
BEFORE LANDING ..... MASTER ON
This conserves power for flaps, radios, & essential equipment

INSUFFICENT RATE OF CHARGE

If ammeter shows -negative value battery is discharging
MASTER ..... OFF
BEFORE LANDING ..... MASTER ON
This conserves power for flaps, radios, & essential equipment

ICING CONDITIONS

PITOT HEAT ..... ON
CARB HEAT ..... ON
CABIN HEAT ..... MAXIMUM
CONSIDER 180 TURN OR CLIMB OR DESCEND
DO NOT REMAIN IN ICING CONDITIONS
RPMS ..... INCREASE
FLAPS ..... NOT RECCOMENDED FOR LANDING
LAND AT HIGHER AIRSPEED

GO AROUND

POWER ..... FULL
CARB HEAT ..... OFF
CLIMB ..... POSITIVE RATE
FLAPS ..... RETRACT SLOWLY
AIRSPEED ..... **60 KTS**

Cessna 172 P *(Lycoming O-320- D2J, 160HP)*	
Empty Weight:	**Useful Load:**
Max Gross Weight (takeoff)**:** 2400 lbs **Max Baggage Area:** 120 lbs	
Fuel Type: 100 LL (Blue) **Fuel:** Useable 50 gal / Total 54 gal / Unusable 4 gal **Oil Capacity:** 8qts (Minimum 6) **Electrical System:** 28V / 60 AMP Alternator **Service Ceiling:** 13,100ft **Rate of Climb** (sea level)**:** 685 fpm **Range** (75% 8,000ft)**:** 5.9 hrs (no reserve, 710 NM, no wind)