



<p style="text-align: center;"><b>INITIAL</b></p> <p>Weather – Checked NOTAMS – Checked Weight &amp; 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</p> <p style="text-align: center;"><b>EXTERIOR</b></p> <p>Fuel Quantity – Stick Fuel Quality – Sump Caps, Drains, Vents Oil – 6 to 8 qts. Engine &amp; Belt – Check Prop &amp; Air Intake – Check Exhaust System – Check Control Surfaces – Check Pitot &amp; Static Ports – Clear Gear, Tires, Brakes Antennas – Check Ties, Chocks, Towbar Baggage Door – Check</p> <p style="text-align: center;"><b>INTERIOR</b></p> <p>Passenger Brief Hobbs – Record Alt Static – Closed Brakes – Pedal Test Seatbelts – Fastened Seats – Locked</p>	<p style="text-align: center;"><b>ENGINE START</b></p> <p>Avionics – Off Fuel – Both Trim – Set for Takeoff Mixture – Full Rich Throttle – Pump ~3 Times Carb Heat – Off Beacon – On Breakers – Checked In Master – On Throttle – Open ¼ in. Prop – Clear Mags – Start Oil Pressure – Check RPM – Idle Mixture – Lean for Taxi</p> <p style="text-align: center;"><b>PRE-TAXI</b></p> <p>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</p> <p style="text-align: center;"><b>TAXI</b></p> <p>DG &amp; Compass <i>should be free moving &amp; indicating known hdgs while taxiing</i> Attitude Indicator – Check Turn Coordinator – Check</p>	<p style="text-align: center;"><b>RUN UP</b></p> <p>Brakes – Apply Controls – Free &amp; 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</p> <p style="text-align: center;"><b>PRE-TAKEOFF</b></p> <p>Fuel – Both Trim – Takeoff Flaps – 0°- 10° Mixture – Rich Carb Heat – Off Landing Light – On Strobes – On Transponder – Alt/ Sqwk Doors &amp; Windows – Latch DG – Set to Compass Time – Note</p> <p style="text-align: center;"><b>TAKEOFF</b></p> <p>Check for Traffic &amp; Call Wind Direction – Note X-Wind Correction – Apply Throttle – Full Engine Gauges – Green Airspeed – Alive Rotate – <b>V<sub>r</sub> 55 kts</b> Pitch for – <b>V<sub>y</sub> 73 kts</b></p>	<p style="text-align: center;"><b>CLIMB</b></p> <p>Airspeed <b>70-80</b> kts Power – Set Mixture – Set Instruments – Check Taxi/ Lnd Light – Off</p> <p style="text-align: center;"><b>CRUISE</b></p> <p>Power – Set Mixture – Set Instruments – Check DG – Set to Compass</p> <p style="text-align: center;"><b>DESCENT</b></p> <p>Mixture – Richen Carb Heat – As Required ATIS/AWOS – Listen Altimeter – Set DG – Set to Compass Instruments – Check</p> <p style="text-align: center;"><b>PRE-LANDING</b></p> <p>Fuel – Both Landing Light – On (10mi) Seat Belts – Fastened Radio – Announce Position Airspeed – White Arc</p> <p style="text-align: center;"><b>Read &amp; Do Checklists</b></p>	<p style="text-align: center;"><b>LANDING</b></p> <p>Carb Heat – On Throttle – Reduce Flaps – 10°- 40° Airspeed – Set Trim – As required</p> <p style="text-align: center;"><b>AFTER LANDING</b></p> <p>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</p> <p style="text-align: center;"><b>SHUTDOWN</b></p> <p style="text-align: center;"><i>Turn off In Order</i></p> <p>Music – Avionics Mixture – Cutoff Mags – Off Master – Off</p> <p style="text-align: center;"><b>SECURING</b></p> <p>Switches – Off Hobbs/Tach – Record Squawks – Notify Gust Lock – Install Pitot Cover – Install Cowl Plugs – Install Chocks/Tie Down Verify Quiet &amp; Dark</p> <p style="text-align: center;"><b>Do &amp; Verify Checklists</b></p>
--	---	--	--	--

<b>V<sub>r</sub></b> • Rotation Speed – <b>55 kts</b>	<b>V<sub>so</sub></b> • Stall Speed (Dirty) – <b>41 kts</b>	<b>V<sub>a</sub></b> • Maneuvering Speed – <b>97 kts</b>	<b>V<sub>ne</sub></b> • Never Exceed – <b>158 kts</b>
<b>V<sub>x</sub></b> • Best Climb Angle – <b>59 kts</b>	<b>V<sub>s</sub></b> • Stall Speed (Clean) – <b>47 kts</b>	<b>V<sub>fe</sub></b> • Flap Extended – <b>85 kts</b>	<b>X Wind</b> • Max Demo'd – <b>15 kts</b>
<b>V<sub>y</sub></b> • Best Climb Rate – <b>73 kts</b>	<b>V<sub>g</sub></b> • Best Glide Speed – <b>65 kts</b>	<b>V<sub>no</sub></b> • Normal Operating – <b>127 kts</b>	

	Kts (mph)	Flaps	– Notes –
<b>Cruise Settings</b> (TAS – 5,000')			<i>Lean mixture above 3000ft</i>
Economy	<b>99</b> (114)	0°	2300 RPM – 6.3 GPH – 55% Power
Normal	<b>107</b> (123)	0°	2450 RPM – 7.3 GPH – 65% Power
Maximum	<b>114</b> (131)	0°	2575 RPM – 8.4 GPH – 75% Power
<b>Arrival</b>			
Approach	<b>70</b> (81) kts	10° - 20°	1700 RPM ( <i>initially</i> )
Short Final	<b>60</b> (69) kts	30° - 40°	Idle – 1200 RPM
Lebanon (M54) 588' CTAF – 122.725 AWOS – 118.325	Gallatin/ Sumner County (KXNX) 583' CTAF – 123.05 AWOS – 132.725		Short Field Takeoff (50 ft. obstacle): 0° Flaps, Climb <b>V<sub>x</sub> 59</b> until clear Short Field Takeoff (No obstacle): 10° Flaps Soft Field Takeoff 10° Flaps

\*\*\* For use In CBA aircraft only, please consult your aircrafts POH for valid information pertaining to the use and operation of your specific aircraft \*\*\*

# Cessna N75743



# 172 N

## ENGINE FAILURE – RESTART

- AIRSPPEED ..... 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*

## FORCED LANDING

*Once landing is assured and time permits*

- SEATBELTS & SHOULDER HARNESSSES ..... SECURE
- AIRSPPEED ..... **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
- AIRSPPEED ..... **100 - 130** kts

*Proceed to forced landing checklist*

## ELECTRICAL FIRE IN FLIGHT

- MASTER ..... OFF
  - ALL RADIO AND ELECTRICAL SWITCHES ..... OFF
  - CABIN HEAT/AIR AND VENTS ..... OFF
- Land at nearest suitable airport or proceed to forced landing checklist, DO NOT RESET TRIPPED CIRCUIT BREAKERS*

## 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*

## INSUFFICIENT 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
- AIRSPPEED ..... **73** kts

### N75743 Cessna 172 N

*(Lycoming O-320 H2AD, 160HP)*

**Empty Weight:**

**Useful Load:**

**Max Gross Weight (takeoff): 2300 lbs**

**Max Baggage Area: 120 lbs**

**Fuel Type: 100 LL (Blue)**

**Fuel:** Useable 40 gal / Total 43 gal / Unusable 3 gal

**Oil Capacity:** 6 qts (Minimum 4)

**Electrical System:** 12-14V / 60 AMP Alternator

**Service Ceiling:** 14,200ft

**Rate of Climb (sea level):** 770fpm

**Range (75% 8,000ft):** 5.1 hrs (no reserve, 485 mi, no wind)

