



**Hot or Flooded Engine**

Mixture ..... OFF  
 Throttle ..... Full  
 Magnetos ..... BOTH  
           Area..... Check Clear  
 Starter ..... START  
           Once Engine Is Started  
 Mixture ..... Fully Rich  
 Power ..... 1200 RPM  
 Oil Pressure ..... Established

**BEFORE TAXI CHECKS**

Low Voltage warning light..... OFF  
 Alternator.....Charging  
 Avionics Master Switch ..... ON  
 Artificial Horizon ..... Set  
 DI..... Set  
 Radio + Nav.....Set  
 Request Clearance ..... Completed

**POWER CHECKS**

Parking Brake ..... Set and feet on brakes  
 Oil Pressure and T° ..... Checked  
           Area..... Check Clear  
 Power ..... 2000 RPM  
 Suction (Gyro) ..... Checked  
 Magnetos .....  
           .....R then L Max Drop 125 RPM  
           .....R then L Max Difference 50 RPM  
 Carb Heat..... 100 RPM drop  
 Throttle ..... Close  
 Power ..... 1200 RPM

**PRE TAKEOFF CHECKS**

Master Switch.....ON  
Alternator.....ON  
Low Voltage warning light..... OFF  
Magnetos .....BOTH  
Carb Heat..... OFF  
Trim ..... Set for Takeoff  
Flaps .....Fully Up (Unlimited runway)  
..... 10° (Short/Grass Runway)  
Fuel Tank.....BOTH  
Mixture ..... Fully Rich  
Primer ..... OFF  
Engine Instruments..... Checked  
Flight Instruments..... Checked  
Radio/NAV ..... Checked  
Door.....Closed and Locked  
Pitot..... ON (if IFR)  
Transponder.....ALT

**LINE UP CHECKS**

Compass ..... Checked  
DI..... Set

**AFTER TAKEOFF CHECKS**

Flaps ..... Fully Up  
Climb Power..... Full throttle

<b>CRUISING GUIDE</b>
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Power ..... Set  
Mixture ..... Set  
Engine Instruments ..... Checked  
DI ..... Set  
Altimeter ..... Checked  
Fuel Tank ..... BOTH  
Carb Heat .....  
..... As Required

Nb: See Flight Manual "Cruise Settings"



**SHUTDOWN CHECKS**

Avionics Master Switch ..... OFF  
Magnetos.....Check for Dead Cut  
.....< 800 tr/mn  
Mixture ..... OFF  
Magnetos ..... OFF, Keys Out  
Strobes ..... OFF  
Battery. .... OFF  
Alternator..... OFF

**GO-AROUND CHECKS**

Pull Back ↔ Power.....At The Same Time  
Flaps .....20° immediately  
Carb Heat..... OFF  
Flaps ..... 10° when  $V_i > 55$  Kts

Then Complete:

**AFTER TAKEOFF CHECKS**

**CF. Flight Manual****POWER LOSS IN FLIGHT CHECKS**

Vi ..... 65 Kt  
Fuel Tank ..... BOTH  
Mixture ..... Fully Rich  
Carb Heat ..... ON  
Magnetos ..... BOTH  
Primer ..... OFF  
    As Soon As Power Is Restored  
Carb Heat ..... OFF

**EMERGENCY LANDING CHECKS**

Vi ..... 65 Kt  
Transponder ..... 7700  
Distress Beacon ..... ON  
ATC ..... Informed  
Pax ..... Prepared  
    Once Landing Area Is Chosen  
Flaps ..... 30°  
Vi ..... 60 Kt  
Fuel Tanks ..... Closed  
Mixture ..... OFF  
Magnetos ..... OFF  
Alternator and Battery ..... OFF  
Door ..... Unlocked, left ajar  
    Land As Soft As Possible

<b>AEROCLUB DE LIMOGES</b>	<b>SPEED CENTERING</b>	<b>CESSNA F172 P F-GDIH</b>
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## SPEEDS

	<b>Vi (Kt)</b>	<b>RPM</b>	<b>Flaps</b>
<b>Rotation</b>	60	PG	0°
<b>Climb Vz max (Vy)</b>	80	PG	0°
<b>Climb <math>\theta</math> max (Vx)</b>	60	PG	10°
<b>Cruise (75 %)</b>	115 Vp	2500	0°
<b>Approach</b>	80	2000	10°
<b>Final Clean</b>	65	1600	20°
<b>Final 2<sup>nd</sup> Stage</b>	60	1700	30°
<b>Final 3<sup>rd</sup> Stage</b>	70	1500	0°

$V_{FE\ 10/20}$	84	<b>Max Glide</b>	<b>65</b>
$V_{FE\ 30^\circ}$	110	Emergency Landing 30°	60
$V_A$	99	Emergency Landing Flapless	65
$V_{NO}$	127	Crosswind	15
$V_{NE}$	158		

	<b>Vs</b>	<b>1,2Vs</b>	<b>1,3Vs</b>	<b>1,45Vs</b>
<b>Min Drag</b>	<b>44</b>	55	60	65
<b>10°</b>	<b>37</b>	45		55
<b>20°</b>	<b>33</b>		45	

At Max Weight, 2000 ft 20°C, Vw calm, Tarmac Runway:  
 Flaps 10° ... DRD = 440      DD = 810  
 Flaps 30° ... DA = 450      DRA = 310

## ENGINE

Type: Lycoming Series: O – 320 – D2J

Power Produced:.....

..... 160CV at 2700 Tr/mn

**FUEL**

Type: 100 LL, Blue

Density: 0,72

Total: 206 l (2 x 27 USG)

Unusable: 15 l (2 x 2 USG)

Total Usable: 189 l (2 x 25 USG)

Consumption (75%): 33 l/hr

Pressure: Min 0.5 PSI Max 8 PSI

**OIL**

Min: 5 US Quarts Max: 7 US Quarts

Pressure: Normal 60 to 90 PSI

Min 25 PSI

Max 100 PSI

Temperature: Normal 100 to 245°F

**TYRES**

Main Landing Gear: 24 PSI (1.7 bar)

Nose Wheel: 18 PSI (1.3 bar)

## WEIGHT AND BALANCE

**MTOW:** Cat N.....1089 Kg  
           Cat U.....953 Kg  
**Max Luggage Weight**..... 54 kg

Load Factor Limits Flaps up:

- Cat N ..... +3,8 / -1,52
- Cat U ..... +4,4 / -1,76

Nb: Stalls and spins are only authorised in Cat U

	Weight	Moment Arm	Moment
Empty Weight	686	1,027	704,52
Crew		0,94	
Pax		1,85	
Fuel usble T/O		1,22	
Baggage		2,41	
<b>Total</b>			

