

N734KU CE-172N CHECKLIST

NORMAL TAKEOFF

1. Flaps.....UP
2. Carb Heat.....OFF
3. Throttle.....FULL
4. Elevator Control.....LIFT NOSE WHEEL (45 KIAS)
5. Climb Speed.....60-70 KIAS

ENROUTE CLIMB

1. Airspeed.....75-85 KIAS
2. Mixture.....LEAN AS REQUIRED

CRUISE

1. Mixture.....LEAN AS REQUIRED
2. Engine Instruments.....CHECK

DESCENT

1. Fuel Selector Valve.....BOTH
2. Mixture.....AS REQUIRED

BEFORE LANDING

1. Fuel Selector Valve.....BOTH
2. Mixture.....RICH
3. Carb Heat.....ON
4. Seat Belts.....ON

NORMAL LANDING

1. Flaps.....AS DESIRED
2. Airspeed.....FLAPS DOWN 60-65 KIAS

AFTER LANDING

1. Flaps.....UP
2. Carb Heat.....OFF
3. Mixture.....1/2in LEAN FOR TAXI

SHUTDOWN

1. Avionics Master.....OFF
2. Electrical Switches.....OFF
3. Throttle.....~1000 RPM
4. Mixture.....IDLE CUTOFF
5. Magnetos.....OFF
6. Master Switch.....OFF
7. Control Lock.....INSTALL
8. Tie Downs.....SECURE
9. Post Flight Inspection.....COMPLETE

BEFORE START

1. Passenger Safety Brief.....COMPLETE
2. Seat Belts.....ON
3. Fuel Selector Valve.....BOTH
4. Radios and Electrical Equipment.....OFF
5. Circuit Breakers.....CHECKED

ENGINE START

1. Rotating Beacon.....ON
2. Mixture.....RICH
3. Throttle.....1/8" OPEN
4. Carb Heat.....OFF
5. Brakes.....SET
6. Master Switch.....ON
7. Primer.....AS NEEDED
8. Prop Area.....CLEAR
9. Ignition Switch.....START
10. Throttle.....800 RPM
11. Oil Pressure.....CHECK

AFTER START

1. Flaps.....UP
2. Avionics Master.....ON
3. Mixture.....1/2in LEAN FOR TAXI
4. Taxi Light.....ON
5. ATIS.....COPY

TAXI

1. Doors.....LOCKED
2. Area.....CLEAR
3. Yoke.....AFT FOR TAXI
4. Brakes.....CHECK

BEFORE TAKEOFF CHECK

1. Nose Wheel.....STRAIGHT
2. Flight Controls.....FREE AND CORRECT
3. Fuel Selector Valve.....BOTH
4. Trim.....SET FOR TAKEOFF
5. Mixture.....RICH
6. Throttle.....1700 RPM
 - a. Mag Check.....125 RPM MAX - 50 DIF
 - b. Carb Heat.....CHECK DROP
 - c. Engine Instruments.....CHECK
 - d. Ammeter.....CHECK
7. Throttle.....IDLE CHECK / THEN 800 - 1000 RPM
8. Flight Instruments/G5.....SET
9. Radios.....SET
10. Lights.....ON
11. Time.....NOTED

EMERGENCY PROCEDURES

ENGINE FAILURE

1. Best Glide - 65 KIAS
2. Fuel ON.
3. Mixture RICH.
4. Throttle OPEN.
5. Carb Heat ON.
6. Ignition Switch ON
7. Primer IN and LOCKED

FORCED LANDING

1. Airspeed - 65 KIAS Flaps UP,
60 KIAS Flaps DOWN
2. Fuel Valve OFF
3. Mixture IDLE CUTOFF
4. Ignition Switch OFF
5. Radios/Flaps AS REQUIRED
6. Master Switch OFF
7. Seatbelts TIGHTEN
8. Doors UNLATCHED
9. Touchdown SLIGHTLY TAIL LOW

ELECTRICAL FIRE INFLIGHT

1. Master Switch OFF
2. All Switches OFF (except ignition).
3. Vents and Windows CLOSED.
4. Use Extinguisher if Needed.
5. Master Switch ON.
6. Circuit Breakers CHECK
7. Radios/Electrical Switches ON one at a time
8. Vents and Windows OPEN when fire is out

ENGINE FIRE IN FLIGHT

1. Mixture IDLE CUTOFF
2. Fuel Shutoff Valve OFF
3. Master Switch OFF
4. Cabin Air/Heat OFF
5. Airspeed >85 KIAS
6. Forced Landing EXECUTE

FREQUENCIES

Twin Oaks

CTAF 123.05
Portland App 118.1/126.0
Clearance 119.95

McMinnville

CTAF 123.00
ASOS 135.67

Hillsboro

Tower 119.3
ATIS 127.65
Ground 121.7

Aurora

Tower 120.35
ATIS 118.52
GROUND 119.15

West Practice Area 122.75

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| Speeds | |
|---|---|
| V_{SO} Stall in Landing Config. | 44 |
| V_S Stall Clean | 50 |
| V_X Best Angle | 59 |
| V_Y Best Rate | 73 (sea level) 65 (at 10,000') |
| V_{REF} Flaps Up | 65 |
| V_{REF} Flaps Down | 60-65 |
| V_{FE} Flaps Extended | 85 |
| V_A Maneuvering Speed | 97 |
| V_{NO} Max Structural Cruise | 128 |
| V_{NE} Never Exceed | 160 |
| V_G Best Glide | 65 (flaps up) 60 (flaps down) |
| Short Field Takeoff (Flaps Up) | 56 (no flaps) |
| Short Field Approach | 60 (30° flaps) |
| NOTE: Avoid slips with full flaps; it may cause the elevator to oscillate. | |
| Fuel | |
| Total Capacity | 43 US GAL |
| Usable | 40 US GAL |
| Engine | |
| Horsepower | 180 at 2700 RPM |
| Oil Capacity (minimum) | 8 quarts (6 min) |
| Fuel Burn at 75% power at 5000ft | 10 GPH |
| Weight | |
| Max Gross Weight | 2550 lbs |

All information taken from the respective owner's manuals and supplemental data.

This is for reference only and NOT to be used for flight planning.

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