Cessna 172 Profiles

TRAFFIC PATTERNS (Check Chart Supplement prior to flight) *Index*

When Cleared for Takeoff - Landing/Taxi lights ON

Mixture-As Required

Power-Check Takeoff RPM Power

Climb at Vy

Start your first climbing turn within 300' of pattern altitude.

Pitch-Adjust for level Flight

Power-Set 2300 RPM

Trim-Adjust for Zero Pressure during Level Flight

Enter the downwind leg.

Depart the traffic pattern straight-out, or make a 45 degree turn to the left (or right, if right traffic pattern.)

NORMAL APPROACHES AND LANDINGS *Index*

Mid-field Carburetor Heat.

Abeam Numbers 1600 RPM, (Will slow to 1500 as airspeed decreases 80 MPH, 10 Degrees Flaps, Trim 2 Complete Measures.

Turn Base 20 Degrees Flaps 70 MPH.

Turn Final Full Flaps 60 MPH.

Pitch Controls Airspeed, Power Controls Altitude.

Maintain Airspeed Within 10 Kts.

SOFT FIELD TAKEOFF *Index*

Taxi with Full Back Elevator

10 Degrees Flaps

Add Full Power, Accelerate With Nosewheel in Air

Lift Off, Immediately Decrease Pitch, Accelerate in Ground Effect

Climb Vy (Vx to Clear Obstacle)

Climb Vy

FORWARD SLIPS TO LANDING (No Crosswind) *Index*

Full Right Rudder.

Opposite Aileron To Maintain Ground Track.

Maintain Approach Speed Within 10 Kts.

SIDE SLIPS TO LANDING (Crosswind) *Index*

Enough Right (Or Left) Rudder To Line Up With Runway.

Opposite Aileron To Control Drift.

Maintain Approach Speed Within 10 Kts.

SHORT FIELD LANDING *Index*

Consider Wind, Surface and Obstructions.

Mid-field Carburetor Heat.

Abeam Numbers 1500 RPM, 80 MPH, 10 Degrees Flaps, Trim.

Turn Base 20 Degrees Flaps 70 MPH.

Turn Final Full Flaps 60 MPH.

Pitch Controls Airspeed, Power Controls Altitude.

Maintain Airspeed Within 10 Kts.

Touchdown within 200 feet beyond a specified point.

Apply brakes Retract Flaps.

SOFT FIELD LANDING *Index*

Consider Wind, Surface and Obstructions.

Mid-field Carburetor Heat.

Abeam Numbers 1500 RPM, 85 MPH, 10 Degrees Flaps, Trim.

Turn Base 20 Degrees Flaps 75 MPH.

Turn Final Full Flaps 65 MPH.

Pitch Controls Airspeed, Power Controls Altitude.

Maintain Airspeed Within 10 Kts.

Add 100-200 RPM Just Before Touchdown.

Apply Full Back-Elevator Pressure during Taxi.

MANEUVERING DURING SLOW FLIGHT *Index*

Maintain Altitude & Heading.

Clearing Turns.

Carb Heat, 1500 RPM.

Full Flaps.

Power 18-2100 RPM.

Right Rudder, & Trim.

Maintain Altitude Within 100' and Heading Within 10 Degrees.

Airspeed Within +5, -0 Kts.

Heading Within 10 Degrees.

STEEP TURNS *Index*

Clear the area.

Passing 30 Degrees Increase back pressure.

Bank 45 Degrees, Within 10 Degrees, And Maintain Altitude.

Roll-Out On Heading, Within 10 degrees.

Maintain Altitude Within 100'.

Airspeed Within 10 Kts.

STALLS *Index*

IMMINENT OR FULL STALLS (Power Off Landing Configuration)

Clear the area.

Carb Heat 1500 RPM.

Full Flaps, Close Throttle.

Increase Pitch To Stall, or Imminent Stall.

Relax Pitch, Full Power.

Pitch To Vy.

Retract Flaps Half Way.

Positive Rate of Climb, Retract Flaps Slowly.

Climb at Vy.

Maintain Within 10 Degrees of Desired Heading, or Within 10 Degrees of a 20 Degree Bank Turn.

IMMINENT OR FULL STALLS (POWER ON) *Index*

Clear The Area.

Reduce Power To Establish Takeoff Speed.

Full Throttle.

Right Rudder.

Increase Pitch To Stall.

Relax Pitch To Break Stall, Level Wings.

Climb Vy.

Maintain Heading Within 10 Degrees, Or Bank Angle Within 10 Degrees Of A 20 Degree Bank, If Entering The Stall In A Turn.

LOST PROCEDURES *Index*

Maintain Appropriate Heading (Re-Set DG).

Re-Check Calculations.

Climb To Identify Prominent Landmarks.

Locate Position Using Cross-Radials.

Tune, Identify, And Proceed To VOR.

Contact Radar Facility, Request Vectors To Destination.

EMERGENCY APPROACH AND LANDING *Index*

Carburetor Heat.

Trim Best Glide Speed.

Turn Left And Right, Look For Suitable Area.

Proceed To Area.

Arrive Abeam The Touchdown Spot, 1000' AGL.

Proceed With Power Off Approach And Landing.

Maintain Airspeed within 10 MPH.

GO-AROUND *Index*

Full Throttle Carb Heat In.

Establish Pitch For Vy.

Retract Flaps Half-Way.

Climb Vy, Trim.

Retract Flaps Slowly.

Fly Appropriate Pattern.

Maintain Airspeed Within 10 Kts.

UNUSUAL FLIGHT ATTITUDES *Index*

Airspeed Needle Increasing:

Close Throttle.

Level Wings.

Increase Pitch.

UNUSUAL FLIGHT ATTITUDES *Index*

Airspeed Needle Decreasing:

Full Throttle.

Decrease Pitch.

Level Wings.

CONSTANT AIRSPEED CLIMBS AND DESCENTS *Index*

Adjust Pitch And Power Simultaneously.

NDB BEARING INTERCEPTION AND TRACKING *Index*

Tune And Continuously Monitor NDB Facility.

Turn Towards Facility And Note Heading.

Maintain Heading (You are flying an original course).

If Needle Drifts Left Or Right 10 Degrees.

Turn 20 Degrees (Left or Right) To Intercept Original Course.

Course Is Intercepted When Needle Is 20 Degrees Left Or Right.

Return To + Or - 10 Degrees Of Original Heading.

You Are Tracking Your Original Course.

VOR INTERCEPTION AND TRACKING FROM STATION *Index*

Tune and Identify VOR Facility.

Rotate OBS To Desired Radial.

Obtain FROM Indication With Needle Centered.

Turn Toward Top Of CDI Course To Intercept 30 - 45 Degrees.

VOR INTERCEPTION AND TRACKING TO STATION *Index*

Tune and Identify VOR Facility.

Rotate OBS To Obtain A TO Indication With Needle Centered.

Turn Toward CDI Course Indication. Fly The Needle.