C-172N OPERATING INFORMATION

Airspeed Limitations:

Speed Name/Remarks		Indicated Airspeed	
		Knots	MPH
V_{NE}	Never Exceed Speed Do not exceed this speed in any operation	160	184
V_{NO}	Max structural cruising speed Do not exceed this speed except in smooth air and then only with caution	128	147
V_A	Maneuvering speed 2300 Pounds 1950 Pounds 1600 Pounds	 97 89 80	 111 102 92
V_{FE}	Maximum flap extended speed	85	97
	Maximum window open speed	158	184
V_S	Stall speed (No Flaps)	47	54
V_{S0}	Stall speed in landing configuration	41	47
	Demonstrated Crosswind capability	15	17

C-172N OPERATING INFORMATION

Optimum/Recommended Speeds:

Speed Name/Remarks		Indicated Airspeed	
		Knots	MPH
V_X	Best angle of climb	59	68
V_Y	Best rate of climb	73	84
V_R	Normal rotation	55	63
	Normal climb	70 - 80	80 - 92
	Normal landing (no flaps)	60 - 70	69 - 80
	Normal landing (full flaps)	55 - 65	63 - 75
	Powered landing (no flaps)	65	75
	Powered landing (full flaps)	60	69
	Max performance approach	60	69
	Optimum glide	65	75

C-172N OPERATING INFORMATION

Maneuvering Limits

Speed Name/Remarks	Max Indicated Airspeed	
	Knots	MPH
Chandelles	105	120
Lazy Eights	105	120
Steep Turns	95	109
Spins	Use slow deceleration	
Stalls (except whip stalls)	Use slow deceleration	

Stall Speed Table (Max Gross/CG Forward):

Angle of Bank	0^0 Flaps		40^0 Flaps	
	KIAS	MPH	KIAS	MPH
0^0	47	54	41	47
30^0	51	59	44	51
45^0	56	64	49	56
60^0	66	76	58	67

Engine Failure During Takeoff Run:

Throttle ..... Idle
Brakes ..... Apply
Flaps ..... Retract
Mixture ..... Idle Cutoff
Ignition Switch ..... Off
Master Switch ..... Off

C-172N OPERATING INFORMATION

Engine Failure Immediately After Takeoff

1. **If enough runway remaining to land:**
   Throttle ..... Idle
   Land airplane
   Brakes ..... Apply
   Flaps ..... Up
   Mixture ..... Idle cutoff
   Ignition Switch ..... Off
   Master Switch ..... Off
2. **Not enough runway to land**
   Airspeed ..... 60 KIAS (69 MPH)
   Fly runway heading to emergency landing site
   Mixture ..... Idle cutoff
   Fuel Selector ..... Off
   Ignition switch ..... Off
   Flaps ..... As required
   Master switch ..... Off
   Doors ..... Ajar

C-172N OPERATING INFORMATION

Engine Failure In Flight:

1. **Gain all the altitude you can!**

   Pull back (gently) to use the aircraft's momentum to gain altitude until airspeed falls off to the optimum glide speed (65 KIAS - 75 MPH).

2. **Airspeed - Optimum glide speed 65 KIAS (75 MPH)**

   Trim the airplane for optimum glide speed..

3. **Find a suitable place to land and fly to it**

   If altitude and distance to selected site permit, try to set up a normal landing pattern. If that's not possible, take what you can get. Regardless of whether or not a full pattern can be set up, make sure the approach results in a landing parallel to any furrows in the selected field.

4. **If time permits, try to correct the problem**

   Fuel Selector..... Both
   Mixture ..... Rich (in)
   Throttle..... 1/4 Inch
   Carburetor Heat..... On (out)
   Primer..... In and Locked
   Master Switch..... On (Both sides)
   Ignition switch..... Both magnetos
   Start - if propeller is stopped.

5. **If still have time communicate**

   Transponder 7700
   Comm Radio..... 121.5

C-172N OPERATING INFORMATION

Emergency Landing Without Engine Power:

1. **Fly the airplane**

   Airspeed..... 65 KIAS / 75 MPH (flaps up)
   60 KIAS / 69 MPH (flaps down)

2. **Prepare aircraft for landing**

   Mixture..... Idle cutoff
   Fuel Selector ..... Off
   Ignition Switch ..... Off
   Flaps ..... As required (40° recommended)
   Master Switch ..... Off
   Doors ..... Unlatch prior to touchdown

3. **Landing**

   Touchdown ..... Slightly tail low
   Brakes..... Apply heavily

Precautionary Landing With Engine Power

1. **Fly the airplane**

   Airspeed ..... 60 KIAS (69 MPH)
   Flaps ..... 20°
   Selected Field ..... Inspect

   Fly over field noting terrain and obstructions then retract flaps upon reaching a safe altitude and airspeed.

2. **Prepare airplane for landing**

   Radios and Electrical ..... Off
   Flaps ..... 30° (On final approach)
   Airspeed ..... 55 KIAS (64 MPH) on final
   Master Switch ..... Off
   Doors ..... Unlatch prior to touchdown

3. **Landing**

   Touchdown ..... Tail slightly low
   Ignition Switch..... Off
   Brakes ..... Apply heavily

C-172N OPERATING INFORMATION

Ditching:

1. **Prepare for ditching**

   Radio ..... Transmit MAYDAY on 121.5

   Give location, situation and intentions.

   Note, if you were already communicating with ATC, report situation to controller, as opposed to using 121.5.

   Transponder..... 7700
   Heavy Baggage ..... Secure or jettison

2. **Fly the airplane**

   Approach

   High wind / Heavy seas - Into the wind

   Light winds / Heavy swells - Parallel to the swells

   Flaps ..... 20° - 40°
   Power ..... 300 ft./min. descent, 55 KIAS (64 MPH).
   Cabin Doors ..... Unlatch prior to touchdown

3. **Landing**

   Touchdown ..... Level attitude at 300 ft./min. descent
   Face..... Cushion with folded coat
   Evacuate..... Through doors.

   If necessary, open windows to allow cabin to flood to equalize pressure so doors can be opened.

   Life Vests and Raft ..... Inflate

Engine Fire During Start Up:

Cranking..... Continue

Getting the engine to start will suck flames and accumulated fuel into the engine.

If Engine Starts

Power - 1,700 RPM for a few minutes

Engine - Shutdown and inspect for damage.

If Engine Fails to Start

Throttle - Full Open

Mixture - Idle Cutoff

Continue cranking for 2 to 3 minutes.

Obtain fire extinguisher

Master Switch - Off

Ignition Switch - Off

Fuel Selector - Off

Extinguish fire with extinguisher, seat cushion, blanket, etc. or dirt.

Inspect for damage and have repairs made before attempting another flight.

C-172N OPERATING INFORMATION

Engine Fire In Flight:

Mixture..... Idle cutoff

Fuel Selector..... Off

Master Switch..... Off

Cabin Heat and Air..... Off (except overhead vents)

Airspeed..... 100 KIAS (115 MPH)

If that does not extinguish the fire increase airspeed to that which produces an incombustible mixture.

Be aware of critical speeds; V_{NO} (128 KIAS/147 MPH) and V_{NE} (158 KIAS/181 MPH).

Landing..... Forced Landing Without Power

Electrical Fire In Flight:

1. **Extinguish Fire**
   - **Master Switch ..... Off**
   - **All other Switches ..... Off**
   - **Ignition ..... On**
   - **Vents, Cabin Heat/Air ..... Closed**
   - **Fire Extinguisher ..... Activate**
2. **If fire appears to be out and electrical equipment is needed**
   - **Master Switch ..... On**
   - **Circuit Breakers ..... Check for faulty circuit - do not reset.**
   - **Radio/Electrical ..... On one at a time, with delay between until short circuit is localized.**
   - **Vents, Cabin Heat/Air ..... Open once it is ascertained that the fire is completely extinguished.**

C-172N OPERATING INFORMATION

Cabin Fire:

Master Switch ..... Off

Vents, Cabin Heat/Air ..... Closed

Fire Extinguisher ..... Activate

After using fire extinguisher within a closed cabin ventilate the cabin.

Landing ..... As soon as possible

C-172N OPERATING INFORMATION

Wing Fire

Navigation lights ..... Off
Strobe Lights ..... Off
Pitot Heat..... Off
Attitude

Perform side-slip to keep the flames away from the fuel tank and cabin.

Land..... ASAP

Do not use flaps.

C-172N OPERATING INFORMATION

Pre-Flight Inspection Checklist:

1. **Wing Tops/Fuel Tanks**

   Fuel Level ..... Both Wings - Visual check
   If needed get gas (AVGAS 100) before proceeding with other fuel tank related items.

   Filler caps ..... Both Wings - Secure
   Make sure vent on right wing cap is not blocked.

   Wing Tops ..... Inspect for loose screws, rivets and damage

2. **Cockpit**

   Control wheel lock ..... Remove
   Ignition switch ..... Off
   Master switch ..... On (both sides)
   Fuel gauges ..... Check quantity
   Flaps ..... 10°
   Pitot Heat ..... On - observe Ammeter drop - then off
   Strobe/Beacon ..... On - visually check - off
   Master Switch ..... Off
   Fuel shut-off valve ..... On
   Paperwork:
   Airworthiness certificate
   Registration
   Radio station license
   Operating limitations (POH)
   Weight/loading data

3. **Cockpit - Night Flights**

   Nav Lights & Strobes ..... On
   Walk around plane and visually check to see that all are operating.

C-172N OPERATING INFORMATION

   Landing Light ..... On
   Visually check from outside if not dark enough to see that it's on from inside the cockpit.

   Instrument Lights ..... On

4. **Fuselage - Left Side**

   Baggage Door ..... Locked with key
   Radio antennas ..... Check security
   Miscellaneous ..... Check for loose screws/rivets, etc.

5. **Empennage**

   Rudder gust lock ..... Remove
   Tail tie-down ..... Disconnect
   Control surfaces ..... Check freedom of movement, actuators, security, loose rivets, damage.

6. **Fuselage Right Side**

   Miscellaneous ..... Check for loose screws/rivets, etc.
   Fuel strainer drain (belly) ..... Check sample for water/dirt (some models)

7. **Right Wing**

Flaps	Check actuator and rollers
Aileron	Check freedom, hinge pins and counterweights
Wing tip	Check for cracks Check navigation light
Leading edge	Check for dents, cracks, etc.
Wing tie-down	Disconnect
Main wheel tire	Check for proper inflation/wear Check cotter pin in wheel nut
Main wheel brake	Check for fluid leaks Check brake pads
Fuel drain	Check sample for water/dirt and fuel type (100LL - Blue)

8. **Nose**

Engine Oil	Check level

Note: Different versions of C-172 have different oil capacities

Fuel bowl drain	Check sample for water/dirt and fuel type (100LL - Blue)
Prop/Spinner	Check for nicks and security
Air filter	Check for restrictions & excessive dirt
Landing Light	Check condition and cleanliness
Cowling	Look for birds or nests inside
Nose wheel	Check for proper inflation/wear; Check for cotter pins in wheel nuts; Check for leaking fluids
Nose tie-down	Disconnect
Static source opening	Check not blocked

C-172N OPERATING INFORMATION

9. **Left Wing**

Wing tie-down	Disconnect
Leading edge	Check for dents, cracks, etc.
Pitot tube	Remove cover check for blockage
Stall warning opening	Check for blockage
Fuel Tank Vent	Check for blockage
Wing tip	Check for cracks Check navigation light
Aileron	Check freedom, hinge pins and counterweights
Flaps	Check actuator and rollers
Fuel drain	Check sample for water/dirt and fuel type (100LL - Blue)
Main wheel tire	Check for proper inflation/wear Check cotter pin in wheel nut
Main wheel brake	Check for fluid leaks Check brake pads

C-172N OPERATING INFORMATION

Normal Engine Starting Checklist:

1. Before Starting

Preflight Inspection	**Completed**
Seat position	**Adjust & ensure locked**
Seal belts/harness	**Adjust and lock**
Brief passengers on use of belts/harnesses and requirements for wearing them.	
Fuel Selector	**Both**
Radios/electrical	**Off**
Autopilot	**Off**
Brakes	**Test and set**
Circuit Breakers	**Check all in**

2. Starting Engine

Mixture	**Rich (in)**
Carburetor heat	**Cold (in)**
Primer	**Prime if required** **Make sure locked in**
Throttle	**1/8 Inch**
Key	**In ignition**
Master Switch	**On (both sides)**
Propeller Area	**Call "Clear" & check prop area and behind plane**
Ignition	**Start - release on start**
Throttle	**1,000 RPM**
Oil Pressure	**Check in green**

3. Before Taxiing

Radios	**On and set to appropriate frequency. Call for radio check**
Transponder	**Standby**
Beacon/Strobe	**On**

C-172N OPERATING INFORMATION

Nav. Lights/Strobes	**On if required**
Flaps	**Full up (normal takeoff)**

4. Taxiing

Clearance	**Check for things in way of wings** **Check for people ahead of and behind plane**
Flight Controls	**Set for existing wind conditions**
Brakes	**Come to full stop immediately after starting taxi roll**

5. IFR Instrument Checks

Turn Coordinator	**Should indicate turn in proper direction while taxiing.**
Attitude Indicator	**Very little change due to turns; Slight pitch indications due to acceleration or deceleration.**
Heading Indicator	**Should track headings.**
Altimeter	**When set to current altimeter setting should indicate within 75 ft. of airport elevation.**
VSI	**Should indicate zero. If not, note indication and use for level indication in flight.**
VORs	**Check at local ground check point or against each other based on some receivable signal.**

Cold Weather Starting Without Pre-Heat:

1. **Before Starting**

   Preflight Inspection..... Completed

   Seat position..... Adjust & ensure locked

   Seal belts/harness..... Adjust and lock

   Brief passengers on use of belts/harnesses and requirements for wearing them.

   Fuel Selector..... Both

   Radios/electrical..... Off

   Autopilot..... Off

   Brakes ..... Test and set

   Circuit Breakers..... Check all in

2. **Starting Engine**

   Ignition ..... Off (take key out and hang it up)

   Master Switch ..... Off (both sides)

   Prime

   With ignition switch off and throttle closed, prime the engine four to ten strokes as the propeller is being turned by hand. Use heavy primer strokes for best atomization of fuel.

   If doing this by yourself, tie the plane down securely and set parking brake, in case engine starts.

   Treat propeller as if the ignition is on and engine could start.

   Leave primer charged and ready for a stroke.

   Propeller Area ..... Clear

   Master Switch ..... On

   Mixture ..... Full Rich

   Throttle..... Open 1/8 inch

   Ignition Switch..... Start

C-172N OPERATING INFORMATION

Throttle ..... Pump to full open twice then return to 1/8 inch open position.

Primer ..... Continue to prime until engine is running smoothly. Alternately pump throttle rapidly over first 1/4 of travel.

Oil Pressure..... In the green

This might take a little time since the engine is cold. If pressure doesn't come up in about 30 seconds, shut the engine down.

Carburetor Heat ..... Full on after engine started. Leave on until running smoothly.

Primer ..... In and locked.

Caution:

If engine does not start during the first few attempts, or if engine firing diminishes in strength, it is probable that the spark plugs have frosted over. Pre-heat must be used before another start is attempted.

Caution:

Pumping the throttle may cause raw fuel to accumulate in the intake air duct, creating a fire hazard in the event of a back-fire. If this occurs, maintain a cranking action to suck flames into the engine. An outside attendant with a fire extinguisher is advised for cold starts without pre-heat.

3. **Perform steps 3 through 5 on normal start checklist**

Cold Weather Starting With Pre-Heat:

1. **Before Starting**

   Preflight Inspection..... Completed

   Seat position..... Adjust & ensure locked

   Seal belts/harness..... Adjust and lock

   Brief passengers on use of belts/harnesses and requirements for wearing them.

   Fuel Selector..... Both

   Radios/electrical..... Off

   Autopilot..... Off

   Brakes ..... Test and set

   Circuit Breakers..... Check all in

2. **Starting Engine**

   Ignition ..... Off (take key out and hang it up)

   Master Switch ..... Off (both sides)

   Prime

   With ignition switch off and throttle closed, prime the engine two to four strokes (up to seven without pre-heat) as the propeller is being turned by hand. Use heavy primer strokes for best atomization of fuel.

   If doing this by yourself, tie the plane down securely and set parking brake, in case engine starts.

   Treat propeller as if the ignition is on and engine could start.

   Primer ..... In and locked

   Propeller Area ..... Clear

   Master Switch ..... On

   Mixture ..... Full Rich

   Throttle..... Open 1/8 inch

   Ignition Switch..... Start

   Throttle..... 1,000 RPM.

C-172N OPERATING INFORMATION

Oil Pressure.....In the green

This might take a little time since the engine is cold. If pressure doesn't come up in about 30 seconds, shut the engine down.

3. **Perform steps 3 through 5 on normal start checklist**

C-172N OPERATING INFORMATION

Before Takeoff Checklist:

1. **Final Cockpit Check**

Cabin doors ..... Closed and latched
Windows ..... Closed
Flight Controls..... Free and correct
Elevator trim ..... Takeoff position
Rudder trim..... Takeoff position
Flight Instruments..... Check and set

Set attitude indicator to level flight position

Set altimeter to runway altitude or locally reported altimeter setting

Set heading indicator to magnetic compass

Comm Radio/VOR ..... Set to appropriate freqs
Beacon/Strobe..... On
Nav Lights/Strobes ..... On if required
Autopilot..... Off

2. **Engine Run-up**

Fuel Selector..... Both
Mixture ..... Rich (in)
Parking brake..... Set or hold foot brakes
Throttle..... 1,700 RPM
Magnetos ..... Check

RPM drop should not exceed 125 RPM on either magneto.

RPM difference between magnetos should not exceed 50 RPM.

Carburetor Heat..... On

Check for RPM drop then back to off

Engine instruments..... Check

Oil pressure/Temperature

Ammeter - Create electrical load with landing light.
Make sure no more than needle width deflection.

C-172N OPERATING INFORMATION

Vacuum..... Check in green
Throttle ..... Idle
Carburetor heat..... On – Make sure engine keeps running
Throttle ..... 1,000 RPM
Throttle friction lock..... Adjust
Alternator switch ..... Off – Check low voltage light on – Switch back to on
Flaps ..... Appropriate takeoff position
Transponder..... Set to mode C/Altitude

Normal Takeoff and Climb Procedures

Flaps ..... **Full up**
Carburetor Heat ..... **Cold (in)**
Elevator Trim ..... **Takeoff position**
Rudder Trim ..... **Takeoff position**
Heading indicator ..... **Calibrate against compass**
Throttle ..... **Full open (in)**
Engine Instruments ..... **Check while starting roll**
RPM - 2600 (Top of green arc)
Oil Pressure - In the green
Oil Temperature - In the green
Suction - In the green
Airspeed ..... **Building**
Elevator ..... **Lift nose wheel at 55 KIAS (63 MPH)**
Climb Speed ..... **70 - 80 KIAS (80 - 92 MPH)**

C-172N OPERATING INFORMATION

Maximum Performance Takeoff (Short Field):

Taxi ..... **Maximum runway usage**
Takeoff procedure should be started using ALL available runway. Taxi to end of runway and align with centerline.
Brakes ..... **Set and hold**
Flaps ..... **Full up**
Carburetor Heat ..... **Cold (in)**
Elevator Trim ..... **Takeoff position**
Rudder Trim ..... **Takeoff position**
Heading indicator ..... **Calibrate against compass**
Throttle ..... **Full open (in)**
Engine Instruments ..... **Check before starting roll**
RPM - 2600 (Top of green arc)
Oil Pressure - In the green
Oil Temperature - In the green
Suction - In the green
Brakes ..... **Release**
Airspeed ..... **Building**
Elevator ..... **Slightly tail low**
Climb Speed ..... **59 KIAS (68 MPH) with obstacles ahead.**

Soft Field Takeoff:

Taxi ..... **Keep rolling to avoid bogging down**

Flaps ..... **10°**

If 10° flaps are used, with obstacles ahead, leave them extended until the obstacle is cleared and at a safe altitude.

The exception is in high density altitude takeoff where the climb would be marginal with the flaps at 10°.

Carburetor Heat ..... **Cold (in)**

Elevator Trim ..... **Takeoff position**

Rudder Trim ..... **Takeoff position**

Heading indicator ..... **Calibrate against compass or runway heading**

Throttle ..... **Full open (in)**

Engine Instruments ..... **Check as starting roll**

RPM - 2600 (Top of green arc)

Oil Pressure - In the green

Oil Temperature - In the green

Suction - In the green

Airspeed ..... **Building**

Elevator ..... **Slightly tail low**

Allow the airplane to lift off as soon as possible (before reaching safe climb speed). Level off at a few feet above the ground and fly in ground effect until reaching normal climb speed.

Climb Speed ..... **55 KIAS (63 MPH) with obstacles ahead.**

Flaps ..... **Retract at safe altitude with positive rate of climb.**

C-172N OPERATING INFORMATION

After Takeoff Checklist

1. **Climbout**
   - **Airspeed** ..... **70 - 80 Knots (90 - 92 MPH)**
   - **Altitude** ..... **Above 300 AGL**
   - **Flaps** ..... **Up (in 10° increments if more than that in use)**
2. **At Cruise Altitude**
   - **Attitude** ..... **Level**
   - **Airspeed** ..... **Let build to desired cruise speed**
   - **Throttle** ..... **Reduce to desired cruise setting**
   - **Heading Indicator** ..... **Calibrate against compass**
3. **Above 3,000 MSL**
   - **Mixture** ..... **Lean for maximum RPM**

Enroute Climb:

Normal AIrspeed ..... **70 - 85 KIAS (80 - 98 MPH)**

Max Performance ..... **See POH Climb Table in Section 5**

Throttle ..... **Full Open (in)**

Carburetor Heat ..... **Cold (in)**

Mixture ..... **Rich (in) below 3,000 ft. Leaned for maximum RPM above 3,000.**

C-172N OPERATING INFORMATION

Normal Approach and Landing Procedures:

1. **Pre-Landing (Downwind) check**

   Seat belts/Harnesses ..... Adjust and lock
   Mixture ..... Rich (In)
   Carburetor heat ..... On (Out)
   Fuel Selector..... Both
   Autopilot..... Off

2. **Approach and Landing**

   Power..... Reduce to 1,300 to 1,500 RPM abeam approach end of runway
   Airspeed ..... Let bleed off to less than 85 KIAS (95 MPH)
   Flaps..... Use as desired

   Under light (less than 10 Knots) wind conditions 10^{o} descending on the end of the downwind leg, 20^{o} on base, and full flaps over the threshold.

   In heavier winds 20^{o} or less is good flap setting for landing.

   Use minimum flap setting possible for cross wind landing

   Airspeeds

   Downwind through base 65 - 75 KIAS (75 - 86 MPH)

   Final approach 60 - 70 KIAS (70 - 80 MPH)

   In gusty winds add 1/2 difference between gust and average wind speed to approach speed.

   Touchdown

   Just above stalling speed - main wheels first.

   Landing Roll

   Lower nose wheel gently

   Braking

   Minimum required.

C-172N OPERATING INFORMATION

Short Field Landing:

1. **Pre-Landing (Downwind) check**

   Seat belts/Harnesses..... Adjust and lock
   Mixture..... Rich (In)
   Carburetor heat..... On (Out)
   Fuel Selector ..... Both
   Autopilot..... Off

2. **Approach and landing**

   Power ..... Reduce to 1,300 to 1,500 RPM abeam approach end of runway
   Airspeed..... Let bleed off to less than 85 KIAS (95 MPH)

   Flaps

   Under light (less than 10 Knots) wind conditions 10^{o} descending on the end of the downwind leg, 20^{o} on base, and full flaps on final.

   Airspeeds

   Downwind through base 65 - 75 KIAS (75 - 86 MPH)

   Final approach 60 KIAS (69 MPH)

   In gusty winds add 1/2 difference between gust and average wind speed to approach speed.

   Touchdown

   Just above stalling speed - power off - main wheels first.

   Roundout must be done much faster than usual due to low airspeed.

   Landing Roll..... Lower nose wheel quickly.
   Braking ..... Maximum possible without sliding tires.
   Flight Controls ..... Raise flaps to decrease lift and improve braking. Hold full nose up elevator

Soft Field Landing:

1. **Pre-Landing (Downwind) check**

Seat belts/Harnesses ..... Adjust and lock
Mixture ..... Rich (In)
Carburetor heat ..... On (Out)
Fuel Selector..... Both
Autopilot..... Off

2. **Approach and Landing**

Power..... Reduce to 1,300 to 1,500 RPM abeam approach end of runway
Airspeed ..... Let bleed off to less than 85 KIAS (95 MPH)

Flaps

Under light (less than 10 Knots) wind conditions 10^{o} descending on the end of the downwind leg, 20^{o} on base, and full flaps over the threshold.

In heavier winds 20^{o} or less is good flap setting for landing.

Use minimum flap setting possible for cross wind landing

Airspeeds

Downwind through base 60 - 70 KIAS (69 - 80 MPH)

Final approach 55 - 65 KIAS (63 - 75 MPH)

In gusty winds add 1/2 difference between gust and average wind speed to approach speed.

Touchdown

Just above stalling speed - power off - main wheels first.

Landing Roll

Hold nose wheel off as long as possible.

Braking..... As required
Flight Controls..... Full up elevator

C-172N OPERATING INFORMATION

Balked Landing (Go Around):

Throttle ..... Full Open (in)
Carburetor Heat ..... Cold (in)
Flaps ..... To 20^{o}

If more than 20^{o} of flaps were in when the go-around is initiated, retract immediately to 20^{o}.

Continue to retract flaps in 10^{o} increments only after establishing a positive rate of climb and reaching a safe altitude.

Airspeed..... 59 KIAS (68 MPH)

C-172N OPERATING INFORMATION

Post-Landing Checklists:

1. **After Landing - Clear of Runway**

   Flaps ..... Full up (visual check)
   Carburetor Heat ..... Off (in)
   Elevator Trim ..... Takeoff position
   Rudder Trim ..... Takeoff position

2. **If Hard Landing**

   ELT ..... Listen for on 121.5 on communications radio

3. **Engine Shutdown**

   Radios/Electrical ..... All off
   Throttle ..... 1,000 RPM
   Mixture ..... Idle cutoff
   Ignition ..... Off
   Master Switch ..... Off

4. **Securing the Airplane**

   Parking Brake ..... Set
   Control Lock ..... Install
   Tiedown ..... Wings and Tail
   Pitot Cover ..... Install
   Double Check
   All electrical equipment - Off
   Master Switch - Off

5. **Close your Flight Plan**