**Cessna 172 CFI Maneuver Setup:** Clearing Turns, Mixture RICH, Fuel Selector BOTH, Carb Heat on if lower than the RPM Green Arc

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| --- | --- | --- |
| **Slow Flight*** 1500RPM
* Flaps to 20deg, then 2100RPM
* Slow to just above stall +5/-0kts
* Adjust power to maintain altitude +/- \_\_\_\_ ft
* Climb and descend at constant airspeed

**Power Off Stall*** From Slow Flight, descent at 500ft/min
* Throttle to idle, recover at first buffet
* Private would be to full stall
* Pitch, Power, Clean-Up
* Maintain Heading +/-10degs

**Power ON Stall (Gear up & down)*** 1500RPM
* Flaps zero
* Slow to 65kts, Throttle to 2100
* Slowly increase pitch to first buffet
* Pitch, Power, Clean up
* One while maintaining heading +/-10degs
* One while in a 20deg turn.
 | **Accelerated Stall*** 1600rpm
* Bank 45deg
* Maintain or Increase altitude
* Recover on first buffet
* Level wings, Pitch, Power, Clean up

**Trim Stall*** 1400RPM
* Trim all the way back
* Throttle to idle
* Establish 65kts without resetting trim
* Full throttle, release pressure on yoke
* Nose will rise
* Recover first buffet
* Pitch, Power, Clean up, Adjust trim

**Secondary Stall*** Set up for trim stall
* When recovering from trim stall let a second stall happen by pitching up after first recovery.
* Recover first buffet
* Pitch, Power, Clean up, Adjust trim
 | **Cross Controlled Stall*** 1400RPM
* Flaps Up, trim for 65kts
* Left turn for Final (use a road)
* Apply left rudder as in overshoot
* Don’t let bank exceed 20deg
* Left Rudder, 20 deg bank, pitch up
* Recover on first buffet
* Wings level, pitch, power, cleanup

**Steep Turn*** 2200RPM
* Must be below VA 97Kts
* Bank 50 deg +/- \_\_\_\_
* Maintain Altitude +/-\_\_\_\_ ft

Rollout +/- \_\_\_\_ degs**Lazy Eights*** 2200RPM
* Turn 5deg left, slowly increase pitch
* 45deg pt: Max pitch up and 15deg bank,, 75MPH
* 90deg pt: Pitch level, 30 deg bank
* 135deg pt: Max pitch down, 15deg bank
* 180deg pt: Level pitch and bank,
* starting altitude +/- \_\_\_\_ ft
* Heading +/-\_\_\_\_deg
* Repeat to the right.
 |

**Cessna 172 CFI Maneuver Setup:** Clearing Turns, Mixture RICH, Fuel Selector BOTH, Carb Heat on if lower than the RPM Green Arc

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| --- | --- | --- |
| **Emergency Descent*** Throttle idle
* Bank 45 deg bank
* Pitch down for just below Va
* Recover at \_\_\_\_\_\_ ft

**Chandelles*** Full throttle
* Bank 30deg
* Power FULL
* Slowly increase pitch
* Max Pitch \_\_\_\_ deg at 90deg Pt then
* Hold Pitch to 180 deg pt while
* Slowly decreasing bank

**Remember:** Half pitch up at 45deg pt and 15 deg bank at 135 deg pt**Simulated Engine Out*** Climb to 3000ft AGL or above
* Throttle to Idle
* **A**irspeed Best Glide
* **B**est Place to Land (in 15 seconds)
* **C**hecklist
* Verify best place to land into the wind
* Recover before 500ft AGL if not over a runway
 | **Sturns*** Throttle to 2200RPM
* Enter on downwind
* Radius 1/2mile
* Tailwind: Steeper bank
* Headwind: Shallower bank
* Pick five points on the Sturn to help maintain correct radius
* Maintain Altitude \_\_\_\_\_ ft

**Turns Around a Point*** Throttle to 2200RPM
* Enter on downwind
* Radius 1/2mile
* Tailwind: Steeper bank
* Headwind: Shallower bank
* Pick four points on the Turn to help maintain correct radius
* Maintain Altitude \_\_\_\_\_ ft

**Checklist for Simulated Engine Out*** Fuel Selector BOTH
* Mixture Rich
* Carb Heat ON
* Check Mags
* Squawk \_\_\_00
* Call ATC, use 121.5 if needed.
 | **Steep Spiral*** Throttle to idle
* Airspeed best glide
* Spiral over the landing point with a bank angle from zero to 45deg
* Shoot for abeam the landing point 1000ft agl

**Eights on Pylons*** Throttle to 2200RPM
* Calculate Pivotal Altitude \_\_\_\_\_ft
* Enter on downwind
* Tailwind: Rising altitude
* Headwind: Decreasing altitude
* Maintain Pylon on rivet line

**180deg pwr off accuracy landing*** Throttle 2200rpm on downwind
* Abeam landing pt:
* Throttle to idle, best glide speed
* Use flaps as needed to land on the landing point -0/+\_\_\_\_\_ft

**Short Field Landing*** On Final, Airspeed 55-60kts
* Flaps 40deg
* Power for altitude, Pitch for airspeed
 |

**Cessna 172N Before Landing:** Mixture Rich, Fuel on both, carb heat ON midfield downwind, seatbelts on.

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| **Short Field Takeoff*** Flaps 10degs, Full Brakes, Full Power, Release brakes
* Climb at Vx,
* Gear up at positive climb rate
* Once clear of obstacle, Flaps up
* Climb at Vy

**Soft Field Takeoff*** Flaps 10degs,
* Yoke back during taxi
* Add Full Power on runway
* Hold nose so shock absorber is fully extended
* Rotate at the bottom of the green arc
* Stay in ground effect until Vx
* Climb at Vx, Gear up at positive rate
* Once clear of obstacle, Flaps up slowly
* Climb at Vy

**Soft Field Landing**On Final* Airspeed 60-65kts
* Flaps 30deg
* Power for altitude, Pitch for airspeed
* Hold nose up as long as possible
* Yoke back full until cleared from runway
 | **Loss of Oil Pressure*** Is it the gauge?
* Does the engine run fine? Cool?
* Climb as you determine what to do.
* Land at nearest airport.
* Prepare for an off airport landing if engine quits or vibrates excessively.

**Alternator Failure*** Reduce Electrical Load
* Check Alternator CB’s
* ALT switch OFF for 10 seconds, then ON
* If Ammeter still zero, turn off ALT sw
* Maintain minimum elec load
* Land as soon as practical at an airport

**High Oil Temp*** Increase Mixture
* Increase speed without power increase
* Land at nearest airport

**Spins*** Throttle IDLE, Ailerons neutral
* Rudder OPPOSITE of rotation
* Yoke Forward
* Rudder neutral when rotation stops
* Yoke adjusted for level flight
 | **Open Door*** Close below 70kts
* Cabin Vents Closed
* Window open
* Open door and try to re-close
* Best option is probably to land and close door

**Engine Fire*** Fuel Selector OFF
* Throttle Closed, Mixture Cut Off
* Heater/Defroster OFF
* Emergency descent
* Land Immediately

**Electrical Fire*** Master sw OFF
* Vents OPEN
* Heat OFF
* Land at nearest airport
* Prepare for off field landing if needed

**Airspeeds**Vrot: \_\_\_\_\_\_ktsVx: \_\_\_\_\_\_ktsVy: \_\_\_\_\_\_ktsVa: \_\_\_\_\_\_ktsVfe: \_\_\_\_\_\_kts |