

Cessna 172 Maneuvers

Short Field Take off – ACS STANDARDS

Before Takeoff Checklist
No Flaps
Use all available runway
Hold Brakes
Full Power
Verify Full Power/Engine instruments
Release Brakes
Rotate – Vr -60mph
Climb out Vx – 65mph
Clear 50 ft Obstacle
Climb out Vy – 80-90 mph

Soft Field Take Off – ACS STANDARDS

Before Takeoff Checklist
Flaps 10 Degrees
Yoke Full back/ pressure off of Nose wheel
No Brakes
Keep moving onto takeoff surface - don't stop
Advance Full Power
Lift Off
Hold in Ground Effect (2-3 feet above runway)
After Reaching 75 mph begin Climb
Climb Out at Vy – 80-90 mph
100 Ft Agl -Decrease flaps slowly

Short Field Landing – ACS STANDARDS

Before Landing Checklist
40 Degrees Flaps
65 mph on Short Final
-0/+200 Feet – Aiming Point
On Touch Touchdown
Apply Braking to a Full Stop – Avoid over braking

Soft Field Landing – ACS STANDARDS

40 Degrees Flaps
70-75 MPH Approach Speed
Power – IDLE (Short Final)
While Rounding out (Increase Power to 1400 RPMS)
Soft Touch Down on Main Tires
Upon Touch Down – Power Idle
Yoke – All the way back (Protect Nose landing gear/tire from Mud/Rough Surface)
No Brakes

Slow Flight

Mixture – Full Rich
1900 RPM
Carb Heat – On
Flaps 10 Degree Intervals to **30 Degrees**
60 MPH

Steep Turns

2300 RPM
45 degree bank
+/- 10 Degree Roll out Heading
+/- 5 degrees of bank
+/- 100 Feet of Altitude
One Turn to the left followed by one Turn to the right with no pause on roll out in-between each turn.

Power ON Stall (Simulated Stall on Departure)

Mixture Full Rich
Reduce Power from normal Cruise to 1500 RPM
Decrease Speed to 65 MPH (maintain Starting Altitude)
Increase Power to Full Power
Increase Pitch to the Stall

Stall Recovery

Release slight Back pressure on Yoke
Opposite Rudder from which direction the Plane breaks toward
Recover to Normal Cruise Speed. Level Flight, 2300 RPMs, Trim, Mixture Adjusted

Power OFF Stall

Flaps - 0 degrees to 40 degrees
Mixture – Full Rich
Carb Heat – On
Flaps – As Desired
Power – Pull to Idle

Stall Recovery

Release slight Back pressure on Yoke
Opposite Rudder from which direction the Plane breaks toward
Recover to Normal Cruise Speed. Level Flight, 2300 RPMs, Trim, Mixture Adjusted

Spin Recovery

Flight Controls - **Neutral**
Power - **Idle**
Rudder -**Opposite of the Direction of Spin**
When Spin Stops – **Increase back pressure to recover from descent**