

# FLYING PARTICLES, INC.

COMPLETED FORM MUST BE SENT TO FPI, P.O. BOX 1156, LIVERMORE, CA 94551-1156

## CESSNA 172RG CHECKOUT FORM [Page 1 of 2]

### GROUND CHECK

1. Takeoff, landing, and cruise performance at maximum gross weight. Takeoff roll and landing distance over 50 foot obstacle at sea level and at 5,000 feet. Cruise range in hours and miles.
2. Airspeeds: Rotation speed; normal climb speed; best glide speed; stall speeds; maneuvering speed; never exceed speed;  $v_x$  and  $v_y$  at sea level and at 10,000 feet. Spiral descent procedure.
3. Fuel and oil requirements. Auxiliary fuel pump.
4. Use of constant speed propeller. What is BMEP? Power settings for climb, cruise, and for the pattern.
5. Landing gear and flaps: Normal and emergency operation. Gear down and locked indicators. Use for short field situations. Use of cowl flaps.
6. Use of all systems and switches in the aircraft.
7. Permissible loading. See weight and balance records. Do at least one weight and balance calculation for this aircraft.
8. Preflight check.

### CESSNA 172RG [N6410V]

	KIAS		
$V_x$	63		<u>lbs</u>
$V_y$	84	Max gross weight	2650
$V_{s0}$	42	Empty weight	1692
$V_{s1}$	51		
$V_a$	106		<u>Inch-lbs.</u>
$V_{ne}$	164	Empty moment	63526
$V_{fe}$	100		
$V_{glide}$	73		<u>gals</u>
$V_{sh\ fld}$	63	Total fuel	66
$V_{lo}$	140	Usable fuel	62

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## CESSNA 172RG CHECKOUT FORM [Page 2 of 2]

FLIGHT CHECK [Items marked \* are not mandatory. Suggested tolerances are only a guide]

1.  Use of checklist. Note especially gear, flap, and prop operation.
2.  Takeoffs: normal; no flaps; short field; soft field. (Tolerances: all airspeeds within  $\pm 10$  Kts of nominal)
3. \* Aborted takeoff at rotation speed.
4.  Climbs: normal; best angle; best rate. (Tolerances: all airspeeds within  $\pm 5$  Kts of nominal)
5.  Slow flight: with flaps; without flaps. (Tolerances: all airspeeds  $\pm 10$  Kts; no inadvertent stalls; altitude  $\pm 100$  feet)
6.  Stalls: Power off; approach; departure, accelerated, from go-around. (Tolerances: altitude loss less than 200 ft)
7. \* Steep turns (45 degree bank). (Tolerances: bank  $\pm 5$  degrees; altitude  $\pm 100$  feet; roll out heading  $\pm 20$  degrees)
8.  Emergency procedures: Landing gear, electrical system, and spiral recovery.
9.  Instrument proficiency: Straight and level cruise; unusual attitudes; turns to heading; altitude changes.  
(Tolerances: cruise heading  $\pm 10$  degrees; roll-out heading  $\pm 15$  degrees; altitude  $\pm 150$  feet)
10.  For instrument rated pilots: At least one instrument approach.
11.  Landings: Normal; no flaps; short field; soft field. (Tolerances: approach speeds within  $\pm 5$  Kts of nominal)
12.  One short field landing at Livermore with turn-off at first exit to ramp. (Approximately 1350 feet for 25R)
13.  Go around from full flaps approach.
14.  Min. requirements: Private pilot license or better. TT: \_\_\_\_\_(125 hrs. min.) Retractable time: \_\_\_\_\_(15 hrs min. including 2 hrs. make and model) or CFI dual time in make and model (10 hrs min). Complex endorsement.

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INSTRUCTOR'S CERTIFICATION: I certify that \_\_\_\_\_ has completed his/her Cessna 172 RG checkout on this date: \_\_\_\_\_, having demonstrated all items checked above to my satisfaction.

Instructor Signature: \_\_\_\_\_ Date: \_\_\_\_\_

CFI # : \_\_\_\_\_ Expires: \_\_\_\_\_

Checkout type: Annual  Initial  Last medical date: \_\_\_\_\_ Class 1 2 3