N733KC C-172N

Version 3.1 Updated 04/02/2025

Cabin

Pitot Tube Cover	Remove
Flashing Beacon	On
Ignition Switch	Off
Avionics	Off
Master Switch	On
Flaps	Extend / Full
Exterior Lights	On / Check / Off
Fuel Quantity (L & R)	Check
Oil Pressure	Check
Ammeter	Check
Low Vacuum	Check
Pitot Heat	Check
Master Switch	Off
Right Fuel Quantity	Check
Engine Oil Quantity	Check
Left Fuel Quantity	Check
Documents	Check
POH	Available
Supplements	Available
Parking Brake	Set
Control Wheel Lock	Remove
Flight Controls	Free/Correct
Fire Extinguisher (Not Required)	Check
Fuel Selector	Check / Both
Elevator Trim	Check / Takeoff
Mixture	Idle Cut-Off
Throttle	Closed
Carb Heat	**Off**
Alternate Static Source	Check / Off

Aft Fuselage & Empennage

Cargo	Secured
Baggage Door	Secured
Horizontal Stabilizer	Inspect
Elevator & Trim Tab	Inspect
Vertical Stabilizer	Inspect
Tie-Down	Remove
Antennas	Inspect

Right Wing

Flap / Aileron	Inspect
Wing Tip / Light	Inspect
Leading Edge	Inspect
Landing / Taxi Light	Inspect
Tie-Down / Chocks	Remove
Main Gear	Inspect
Right Fuel Sump	Drain
Fuel Quantity	Verify
Fuel Cap / Vent	**Check / Secure**
Overhead Cabin Vents	Clear

Forward Fuselage

Cabin Air Inlet	Clear
Oil Quantity	Verify
Engine Cowling	Inspect
Exhaust Stack	Inspect
Reservoir / Strainer	Drain
Engine Cooling Inlet	Check
Propeller	Inspect
Induction Inlet / Filter	Inspect
Alternator Belt	Inspect
Nose Gear	Inspect
Tie-Down	Remove
Static Source Opening	Inspect
External Power	Closed / Latched

Left Wing

Left Fuel Sump	Drain
Fuel Quantity	Verify
Fuel Cap / Vent	**Check / Secure**
Leading Edge	Inspect
Overhead Cabin Vents	Clear
Pitot Tube	Inspect
Fuel Vent	Inspect
Stall-Warning Opening	Inspect
Landing / Taxi Light	Inspect
Wing Tip / Lights	Inspect
Flap / Aileron	Inspect
Tie-Down / Chocks	Remove
Main Gear	Inspect
360° Walk-Around	Perform

Ramp Out

NOTE: AVIONICS IS ALWAYS OFF PRIOR TO MASTER GOING OFF

Master Switch	On
Avionics Switch	On
ATIS / Clearance	Obtain
Avionics Switch	Off
Master Switch	Off

Passenger Briefing

Seatbelts / Air vents
Air Sickness / Fire Extinguisher
Exit Use / Survival kit
Traffic Watch

Crew Briefing

Airport Diagram / ATIS
Runway in Use / Departure Clearance
V_a / PIC, PF, PM
Positive Exchange of Flight Controls
Sterile Cockpit / Safe Attitude

Before Start

Fuel Selector	Both
Mixture Control	**Full Rich**
Throttle	Open 1/4”
Navigation Lights	As Required
Circuit Breakers	In
Parking Brake	Set
Seatbelts	On

EB FLIGHT TRAINING LLC

1575 AVIATION CENTER PKWY
STE 518
DAYTONA BEACH, FL 32114

Email: contact@ebflight.com
Phone: (386) 388-4783

Engine Start

Master Switch	On
Prime	As Required
Prop Area	Clear
Brakes	Hold
Starter	Engage
Throttle	1000 RPM
Engine Gauges	Check
Vacuum Pressure	Check
Ammeter	Check
Mixture	**Lean**

Before Taxi

Avionics Switch	On
Radios	Set
Instruments	Set
Transponder	Check / On
Flaps	Up
Parking Brake	Release

Run-Up

Parking Brake	Set
Flight Controls	Free / Correct
Windows	Close
Fuel selector	Both
Mixture	Full Rich
Throttle	1800 RPM
Magnetos [175 / 50]	Check
Carb Heat	**Check**
Engine Gauges	Check
Vacuum Gauge [5.0”±0.1]	Check
Primer	**Verify In & Locked**
Throttle	Idle
Mixture	Lean
Throttle	1000 RPM
Parking Brake	Release

IF MAG DROPS OUTSIDE OF LIMITS, YOU MAY ATTEMPT A SPARK PLUG FOULING PROCEDURE. AFTER COMPLETING A FOULING PROCEDURE, IF IT IMPROVES AND IS OUTSIDE OF LIMITS, YOU MAY ATTEMPT ANOTHER.

Departure Briefing

Runway Available / Required
Airspeeds / Crosswind / Gust
Terrain / Obstacles / Wake Turbulence
Noise Abatement / Departure Plan
Sterile Cockpit / Emergency Procedure

Departure

Seatbelts	On
Cabin Doors	Closed / Locked
Elevator Trim	Set
Flaps	Set / Verify
Heading Indicator	Set
Flight Instruments	Set
Autopilot (If Installed)	Off

Before Takeoff

Traffic	Check
Windows	Close / Locked
Fuel Selector	Both
Mixture	Full Rich
Carb Heat	**Off**
Lights	On
Pitot Heat	As Required

Climb

(Complete Prior to 1,000 AGL)

Flaps	Up
Climb Power	Set
Mixture	As Required
Engine Instruments	Check

Cruise

Cruise Power	Set
Elevator Trim	Set
Mixture	Lean
Heading Indicator	Set
Engine Instruments	Monitor
Fuel Quantity	Monitor
Lights	On

Arrival Briefing

Arrival plan / TPA
Runway Distance Available / Required
Approach Speed / Crosswind
Terrain / Obstacles
Wake Turbulence / Wind Shear
Noise Abatement / Sterile Cockpit

Arrival

Seatbelts	On
Fuel Selector	Both
Lights	On
Flight Instruments	Set

Before Landing

NOTE: TO BE COMPLETED AT 500’ AGL

Fuel Selector	Both
Mixture	Full rich
Carb Heat	**On**
Autopilot (If Installed)	Off

After Landing

Lights	As Required
Pitot Heat	Off
Carb Heat	**Off**
Mixture	**Lean**
Flaps	Up
Elevator Trim	Takeoff

Go-Around

Throttle	Full
Carb Heat	**Off**
Positive Rate	Flaps 20
60 KIAS	Flaps 10
65 KIAS	Flaps Up
Climb Checklist	Complete

Shutdown

NOTE: AVIONICS IS ALWAYS OFF PRIOR TO MASTER GOING OFF

Parking Brake	Set
Avionics	Off
Throttle	1000 RPM
Mixture	Idle Cut-Off
Ignition Switch	Off
Navigation / Taxi Lights	Off
Master	Off

Secure

Lights / Elec. Switches	Off
Flaps	Up
Control Wheel Lock	Install
Fuel Selector	Left
Pitot Tube Cover	Install
Gust Locks	Install (If Required)
Tie-Downs	Secure
Main Wheels	Chock
Parking Brake	**Release**
Trash	**Remove**
Windows / Doors	Close / Lock

NOTE: STUDENTS AND RENTERS WILL BE CHARGED AN AIRPLANE CLEANING FEE FOR TRASH LEFT IN AIRPLANES.

Lean Procedure

Throttle	1200RPM
Mixture Control	Lean to Drop in RPM
Mixture Control	50 below max RPM
Throttle	1000RPM

Engine Failure During Takeoff Roll

Directional Control	Maintain
Throttle	Close Immediately
Brake	As Required

Insufficient Rwy for Stop:

Flaps	Up
Mixture	Idle Cut-off
Ignition	Off
Master	Off

Engine Failure Immediately After Takeoff

Airspeed	70 UP/65 DOWN
Throttle	Close Immediately
Fuel selector	Off
Mixture	Idle Cut-Off
Flaps	As Required
Ignition	Off
Master	Off
Doors	Unlatch
Land	Straight Ahead

Spin Recovery

Throttle	Close
Ailerons	Neutral
Rudder	Opposite Direction of Spin
Control wheel	Full Forward

When Rotation Stops:

Rudder	Neutralize
Control Wheel	Apply Back Pressure

Static Source Blockage

Alternate Static Source	On

Cabin Heat / Air	On
Vents	Closed
Airspeed	Use Calibration Table(Sec.5)

Engine Failure During Flight

Airspeed	65
Flaps	Up
Landing Site	Select
Fuel Selector	Both
Mixture	Rich
Carb Heat	**On**
Ignition	Both (Start)

If Engine Fails to Start:

Transponder	7700
Radio(121.5)	Mayday

Proceed with Emergency Landing without Engine Power.

Emergency Landing Without Engine Power

Passenger Seats	Upright
Seatbelts	On
Fuel Selector	Off
Mixture Control	Idle Cut-Off
Flaps	Full Recommended
ELT Switch	On
Ignition Switch	Off
Master Switch	Off (Landing Assured)
Cabin Doors	Unlatch
Touchdown	Slightly Tail-Low
Brakes	Apply Heavily

Engine Fire During Start

Starter	Continue to Engage

If Engine Starts:

Throttle	1800 RPM (Few Min.)
Mixture	Idle cut-off
Engine	Inspect

If Engine Fails to Start:

Starter	Continue to Engage
Fuel selector	**Off**
Mixture	Idle Cut-Off
Throttle	Full Forward
Master	Off
Ignition	Off
Parking Brake	Release
Fire Extinguisher	Obtain
Airplane	Evacuate

Engine Fire in Flight

Mixture	Idle Cut-Off
Fuel Selector	Off
Master	Off

Cabin Vents	Open (As Needed)
Cabin Air/Heat	Off
Airspeed	100+ KIAS / Extinguish

Proceed with Emergency Landing without Engine Power.

Cabin Fire in Flight

Master	Off
Cabin Vents/Air/Heat	Off
Fire Extinguisher	Obtain/Discharge

Once Fire is Extinguished:

Cabin Vents/Air/Heat	Open
Airport	Land

Electrical Fire in Flight

Master	Off
Avionics	Off
Electrical Switches	Off
Vents/Air/Heat	Closed
Fire Extinguisher	Obtain/Discharge

Once Fire is Extinguished:

Cabin Vents/Air/Heat	Open

If Electrical Power Necessary:

Circuit Breakers	Check
Master	On
Avionics	On

Wing Fire in Flight

Landing/Taxi Lights	Off
Nav Lights	Off
Strobe	Off
Pitot Heat	Off
Sideslip	(Step on Fire, Fly Away)

Carbon Monoxide Level High

Cabin Heat	Off
Cabin Air	On
Cabin Vents	Open

Windows	Open
Airport	Land

Inadvertent Icing Encounter

Pitot Heat	On
Altitude or Direction	Change
Cabin Heat	On
Defroster Outlets	Open
Cabin Air	Open/Max

Airport	Plan Landing
Flaps	Up
Approach Speed	65-70

Oil Pressure Low

If Oil Temp. Normal:

Airport	Land

If Oil Temp. Rising:

Power	Reduce
Landing Field	Select
Power	Minimum Use

Rough Engine Operation / Loss of Power

Spark Plug Fouling

Ignition	Check
Mixture	Adjust

If Roughness/Power Loss Persists:

Ignition	As Required
Airport	Land

Ignition Malfunction:

Ignition	Check Both, R, L
Power	Adjust
Mixture	Enrich

If Roughness/Power Less Persists:

Ignition	As Required
Airport	Land

High Volts

Alternator Switch	Off

Electrical Load Reduce:

Avionics	Off (Unless Req.)
Pitot Heat	Off
Lights	Off
Airport	Land

Low Voltage at High RPM

Alternator	Off
Alternator Circuit Breaker	Reset
Master	On
Low Volts	Check Off

If Low Volts Continues:

Alternator	Off

Electrical Load Reduce:

Avionics	Off (unless req.)
Pitot Heat	Off
Lights	Off
Airport	Land

Landing with Flat Main Tire

Approach	Normal
Flaps	Full
Touchdown	Good Tire first
Directional Control	Maintain

Landing with Flat Nose Tire

Approach	Normal
Flaps	Full
Touchdown	Main Gear
Directional Control	Maintain

Landing Without Elevator Control

Flaps	20
Airspeed	65
Trim	Horizontal Flight

Control Glide With Power

Landing Flare	Trim Nose Up
Throttle	Close

Ditching

Radio	Mayday
Heavy objects	Secure/Jettison
Passenger Setbacks	Upright
Seatbelts	On
Flaps	20-Full
Power	300fpm Descent@55

Approach:

High Wind, Heavy Seas: Into wind

Light Wind, Heavy Swells: Parallel Swell

Cabin Doors	Unlatch
ELT	On
Touchdown	Level
Face	Cushion at Touchdown
Airplane	Evacuate

Fouled Spark Plug Burn Off Procedure

NOTE: WHEN LEANING, YOU ARE LEANING TO THE DROP IN RPM. DO NOT INCREASE MIXTURE AFTER DROP

TRY CLEARING THE PLUGS BY RUNNING YOUR ENGINE UP TO 2000 RPM ON BOTH MAGS LEANING TO ABOUT 50 RPM LEAN OF PEAK (CONTINUE TO LEAN UNTIL YOU MAXIMIZE RPM, THEN LEAN FURTHER UNTIL YOU LOSE ABOUT 50 RPM). LET THE ENGINE RUN FOR ABOUT 30 SECONDS AND THEN TRY ANOTHER NORMAL RUN-UP (AT THE NORMAL RUN-UP RPM) TO SEE IF THE PROBLEM CLEARED UP. IF NOT, TRY THE SAME PROCEDURE AGAIN.
IF AFTER THE 3RD TRY IT DOESN'T CLEAR UP, GET SOME MAINTENANCE HELP TO CORRECT THE PROBLEM BEFORE FLYING THE AIRPLANE.

SPARK PLUG CARBON BUILD UP CAN BE A RESULT OF RUNNING THE MIXTURE TOO RICH. TO AVOID THIS, WAIT UNTIL LAST MINUTE TO APPLY FULL MIXTURE FOR TAKEOFF/LANDING. LEAN FOR TAXI. RUNNING THE ENGINE HOT CAN ASSIST WITH BURNING OFF CARBON DEPOSITS.

Throttle	2000 RPM
Mixture Control	Lean of Peak EGT
Time	45-60 Seconds
Throttle	1000 RPM
Run-Up Checklist	Complete

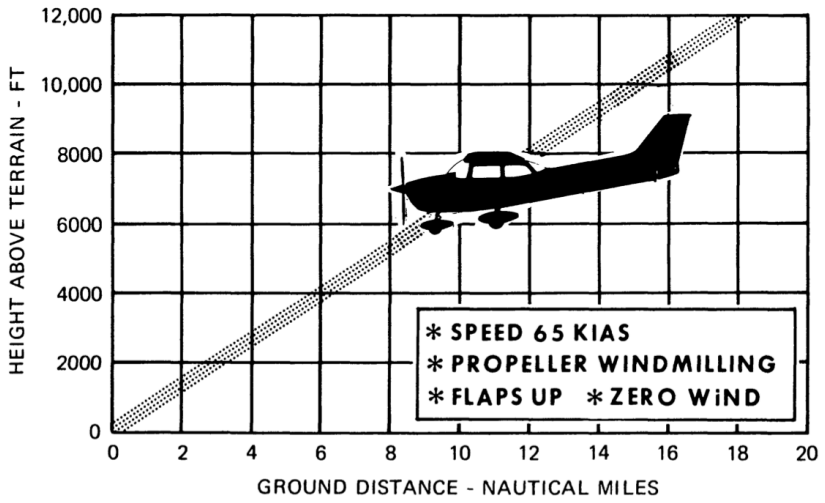

Figure 3-1. Maximum Glide

AIRSPEED LIMITATIONS

Airspeed limitations and their operational significance are shown in figure 2-1. Maneuvering speeds shown apply to normal category operations. The utility category maneuvering speed is shown on the operational limitations placard.

	SPEED	KCAS	KIAS	REMARKS
V_{NE}	Never Exceed Speed	158	160	Do not exceed this speed in any operation.
V_{NO}	Maximum Structural Cruising Speed	126	128	Do not exceed this speed except in smooth air, and then only with caution.
V_A	Maneuvering Speed: 2300 Pounds 1950 Pounds 1600 Pounds	 96 88 80	 97 89 80	Do not make full or abrupt control movements above this speed.
V_{FE}	Maximum Flap Extended Speed	86	85	Do not exceed this speed with flaps down.
	Maximum Window Open Speed	158	160	Do not exceed this speed with windows open.

Figure 2-1. Airspeed Limitations

TAKEOFF DISTANCE
2200 LBS AND 2000 LBS

SHORT FIELD

REFER TO SHEET 1 FOR APPROPRIATE CONDITIONS AND NOTES.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS
2200	49	54	S.L.	650	1195	700	1280	750	1375	805	1470	865	1575
			1000	710	1310	765	1405	825	1510	885	1615	950	1735
			2000	780	1440	840	1545	905	1660	975	1785	1045	1915
			3000	855	1585	925	1705	995	1835	1070	1975	1150	2130
			4000	945	1750	1020	1890	1100	2040	1180	2200	1270	2375
			5000	1040	1945	1125	2105	1210	2275	1305	2465	1405	2665
			6000	1150	2170	1240	2355	1340	2555	1445	2775	1555	3020
			7000	1270	2440	1375	2655	1485	2890	1605	3155	1730	3450
			8000	1410	2760	1525	3015	1650	3305	1785	3630	1925	4005
2000	46	51	S.L.	525	970	565	1035	605	1110	650	1185	695	1265
			1000	570	1060	615	1135	665	1215	710	1295	765	1385
			2000	625	1160	675	1240	725	1330	780	1425	840	1525
			3000	690	1270	740	1365	800	1465	860	1570	920	1685
			4000	755	1400	815	1500	880	1615	945	1735	1015	1865
			5000	830	1545	900	1660	970	1790	1040	1925	1120	2070
			6000	920	1710	990	1845	1070	1990	1150	2145	1235	2315
			7000	1015	1900	1095	2055	1180	2225	1275	2405	1370	2605
			8000	1125	2125	1215	2305	1310	2500	1410	2715	1520	2950

1 1989

Figure 5-5. Takeoff Distance (Sheet 2 of 2)

TAKEOFF DISTANCE
MAXIMUM WEIGHT 2400 LBS

SHORT FIELD

CONDITIONS:
Flaps 10°
Full Throttle Prior to Brake Release
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
4. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS
2400	51	56	S.L.	795	1460	860	1570	925	1685	995	1810	1065	1945
			1000	875	1605	940	1725	1015	1860	1090	2000	1170	2155
			2000	960	1770	1035	1910	1115	2060	1200	2220	1290	2395
			3000	1055	1960	1140	2120	1230	2295	1325	2480	1425	2685
			4000	1165	2185	1260	2365	1355	2570	1465	2790	1575	3030
			5000	1285	2445	1390	2660	1500	2895	1620	3160	1745	3455
			6000	1425	2755	1540	3015	1665	3300	1800	3620	1940	3990
			7000	1580	3140	1710	3450	1850	3805	2000	4220	- - -	- - -
			8000	1755	3615	1905	4015	2060	4480	- - -	- - -	- - -	- - -

Figure 5-5. Takeoff Distance (Sheet 1 of 2)

TIME, FUEL, AND DISTANCE TO CLIMB

MAXIMUM RATE OF CLIMB

CONDITIONS:
Flaps Up
Full Throttle
Standard Temperature

NOTES:
1. Add 1.1 gallons of fuel for engine start, taxi and takeoff allowance.
2. Mixture leaned above 3000 feet for maximum RPM.
3. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
4. Distances shown are based on zero wind.

WEIGHT LBS	PRESSURE ALTITUDE FT	TEMP °C	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
					TIME MIN	FUEL USED GALLONS	DISTANCE NM
2400	S.L.	15	76	700	0	0.0	0
	1000	13	76	655	1	0.3	2
	2000	11	75	610	3	0.6	4
	3000	9	75	560	5	1.0	6
	4000	7	74	515	7	1.4	9
	5000	5	74	470	9	1.7	11
	6000	3	73	425	11	2.2	14
	7000	1	72	375	14	2.6	18
	8000	-1	72	330	17	3.1	22
	9000	-3	71	285	20	3.6	26
	10,000	-5	71	240	24	4.2	32
	11,000	-7	70	190	29	4.9	38
	12,000	-9	70	145	35	5.8	47

Figure 5-7. Time, Fuel, and Distance to Climb

CRUISE PERFORMANCE

CONDITIONS:
2400 Pounds
Recommended Lean Mixture (See Section 4, Cruise)

PRESSURE ALTITUDE FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2500	- - -	- - -	- - -	76	114	8.5	72	114	8.1
	2400	72	110	8.1	69	109	7.7	65	108	7.3
	2300	65	104	7.3	62	103	6.9	59	102	6.6
	2200	58	99	6.6	55	97	6.3	53	96	6.1
	2100	52	92	6.0	50	91	5.8	48	89	5.7
4000	2550	- - -	- - -	- - -	76	117	8.5	72	116	8.1
	2500	77	115	8.6	73	114	8.1	69	113	7.7
	2400	69	109	7.8	65	108	7.3	62	107	7.0
	2300	62	104	7.0	59	102	6.6	57	101	6.4
	2200	56	98	6.3	54	96	6.1	51	94	5.9
	2100	51	91	5.8	48	89	5.7	47	88	5.5
6000	2600	- - -	- - -	- - -	77	119	8.6	72	118	8.1
	2500	73	114	8.2	69	113	7.8	66	112	7.4
	2400	66	108	7.4	63	107	7.0	60	106	6.7
	2300	60	103	6.7	57	101	6.4	55	99	6.2
	2200	54	96	6.1	52	95	5.9	50	92	5.8
	2100	49	90	5.7	47	88	5.5	46	86	5.5
8000	2650	- - -	- - -	- - -	77	121	8.6	73	120	8.1
	2600	77	119	8.7	73	118	8.2	69	117	7.8
	2500	70	113	7.8	66	112	7.4	63	111	7.1
	2400	63	108	7.1	60	106	6.7	58	104	6.5
	2300	57	101	6.4	55	100	6.2	53	97	6.0
	2200	52	95	6.0	50	93	5.8	49	91	5.7
10,000	2600	74	118	8.3	70	117	7.8	66	115	7.4
	2500	67	112	7.5	64	111	7.1	61	109	6.8
	2400	61	106	6.8	58	105	6.5	56	102	6.3
	2300	55	100	6.3	53	98	6.0	51	96	5.9
	2200	50	93	5.8	49	91	5.7	47	89	5.6
12,000	2550	67	114	7.5	64	112	7.1	61	111	6.9
	2500	64	111	7.2	61	109	6.8	59	107	6.6
	2400	59	105	6.6	56	103	6.3	54	100	6.1
	2300	53	98	6.1	51	96	5.9	50	94	5.8

Figure 5-8. Cruise Performance

LANDING DISTANCE

SHORT FIELD

CONDITIONS:
Flaps 30°
Power Off
Maximum Braking
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on a dry, grass runway, increase distances by 45% of the "ground roll" figure.
4. If a landing with flaps up is necessary, increase the approach speed by 7 KIAS and allow for 35% longer distances.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS
2400	61	S.L.	510	1235	530	1265	550	1295	570	1325	585	1350
		1000	530	1265	550	1295	570	1325	590	1360	610	1390
		2000	550	1295	570	1330	590	1360	610	1390	630	1425
		3000	570	1330	590	1360	615	1395	635	1430	655	1460
		4000	595	1365	615	1400	635	1430	660	1470	680	1500
		5000	615	1400	640	1435	660	1470	685	1510	705	1540
		6000	640	1435	660	1470	685	1510	710	1550	730	1580
		7000	665	1475	690	1515	710	1550	735	1590	760	1630
		8000	690	1515	715	1555	740	1595	765	1635	790	1675

Figure 5-11. Landing Distance