

<p>INITIAL</p> <p>Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W. Fuel – Both Control Lock Master – On Flaps – Extend Low Fuel Lights-Off Fuel Gauges – True Avionics Cooling Fan Pitot Heat – Test Stall Indicator – Test Lights – Int. / Ext. Master – Off</p> <p>EXTERIOR SUMMARY <i>After FULL Geographical CK</i></p> <p>Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil Prop / Air Intake Exhaust System Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Baggage Door Final Walk Around</p> <p>INTERIOR</p> <p>Passenger Brief Hobbs / Tach Time Circuit Breakers</p>	<p>START</p> <p>Seat Track/Back – Lock Avionics – Off Autopilot – Off Static Press. Alt. Valve-Off Cowl Flaps – Open Throttle – 1/4" Prop – High RPM Mixture – Full Lean Brakes Prop – Clear Master – On Beacon – On Aux Fuel Pump-On⁽¹⁾ Mixture-Rich (Prime) Mixture – Full Lean Aux Fuel Pump-Off Mags – Start Mixture – Rich Oil Pressure Lights – As Req. Mixture – As Req.</p> <p>PRE-TAXI / TAXI</p> <p>Seat Belts / Harness Flaps – Up Heat / Vent / Defrost Avionics – On ATIS / AWOS Altimeter XPDR – Alt + Sqwk ADS-B – On Radio – Test Taxi Light – As Req. Brakes – Test Attitude Indic.–Test Turn Coord. – Test HSI To Compass-Test</p>	<p>RUN-UP</p> <p>Brakes Fuel – Both Trim – Takeoff Flight Controls Annunciator Lights Instruments Mixture – Best Power 1800 RPM Mags -Test <i>R-L-Both</i> Prop – Cycle Vacuum Amps / Volts Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction</p> <p>PRE-TAKEOFF</p> <p>Flaps – 0°-20° Prop – High RPM Mixture – Best Power Pitot Heat – As Req. Heading Bug XPDR – Alt + Sqwk Doors / Windows Landing Light – On Strobes – On Time – Note Brakes – Release</p> <p><i>ABORT PLAN-READY!</i></p>	<p>TAKEOFF</p> <p>Full Throttle 2400 RPM <i>Max</i> Manifold Pressure Oil Pressure Rotate – * 55 (63) Vy – 80 (92) Flaps – Up</p> <p>CLIMB</p> <p>85-95 (98-109) Throttle – 23" MP Prop – 2400 RPM Mixture - 15 GPH or Rich <i>Whichever Is Less</i> Cowl Flaps – Open Instruments Taxi / Land Light – Off Flight Plan – Open</p> <p>CRUISE</p> <p>Throttle Prop Mixture Cowl Flaps – Close Instruments</p>	<p>DESCENT</p> <p>Throttle – MP As Req. Mixture – Rich Fuel – Both Cowl Flaps – Close ATIS / AWOS Altimeter Instruments</p> <p>PRE-LANDING</p> <p>Brakes – Pedal Test Landing Light – On Autopilot – Off Seat Belts / Harness Mixture – Best Power Fuel – Both Flaps – As Req.</p> <p>LANDING</p> <p>Flaps – Full <i>Or As Req.</i> Prop – High RPM * 65 (75)</p> <p><i>G. U. M. P. F. S.</i></p> <p>GO-AROUND</p> <p>Power – Full Flaps – 20° Positive Rate Climb Flaps – Retract Slowly Cowl Flaps – Open</p>	<p>AFTER LANDING</p> <p>Flaps – Up Cowl Flaps – Open Strobes – Off Landing Light – Off Taxi Light – As Req. Pitot Heat – Off Mixture – As Req. Trim – Takeoff XPDR – Alt + Sqwk</p> <p>SECURING</p> <p>ELT – Verify Silent Avionics – Off Mixture – Full Lean Mags – Off Master – Off Fuel – Left or Right Cowl Flaps – Close Lights – Off Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Baggage Door Cabin Doors</p> <p>Close Flight Plan</p> <p><i>* Adjust Speed As Needed For Conditions. Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.</i></p>
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Vr • Rotation –	55 (63)	Vs0 • Stall With Flaps – (2) 49 (56)	Va • Max Abrupt Ctrl (2000 lbs) –	88 (101)	Vfe • 10° Flaps –	140 (161)
Vx • Best Angle Climb –	63 (72)	Vs • Stall w/o Flaps – (2) 54 (62)	Va • Max Abrupt (Full Gross) –	110 (127)	Vfe • 10°-20° –	120 (138)
Vy • Best Rate Climb –	80 (92)	Best Glide (2000 lbs) –	Vno • Max Structural Cruise –	140 (161)	Vfe • Full Flaps –	100 (115)
		Best Glide (Full Gross) –	Vne • Never Exceed –	175 (201)	X Wind • Max Demo'd –	15 (17)

	KNOTS (MPH)	FLAPS °	– NOTES –
DEPARTURE			(1) Hot Start - Do Not Prime (2) Speed In CAS
Rotation *	55 (63)	0	Short Field: 20° Flaps - 58 (67) Until Clear, Retract Flaps Slowly After 70 (81)
Best Angle Climb	63 (72)	0	Soft Field: 20° Flaps
Best Rate Climb	80 (92)	0	
CRUISE TAS-6,000'			
Economy	121 (139)	0	21" MP – 2200 RPM – 10.1 GPH – 58%
Normal	127 (146)	0	22" MP – 2300 RPM – 11.0 GPH – 65%
Maximum	134 (154)	0	23" MP – 2400 RPM – 12.1 GPH – 72%
ARRIVAL			
Approach	80 (92)	10-20	17" MP (Initially)
Short Final *	65 (75)	Full	Prop – High RPM

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Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max. Gross Wt., No Wind, "Best Power", Wheel Pants, New Engine. () = MPH.

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(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE – 75 KIAS (86 MPH) *Full Gross Weight*
FUEL SELECTOR – PUSH DOWN, ROTATE OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN 75 KIAS (86 MPH) *UNLATCH DOORS
PROTECT BODY*
MASTER & MAGS – OFF

POWER LOSS IN FLIGHT

BEST GLIDE – 75 KIAS (86 MPH) *Full Gross Weight*
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
AUX FUEL PUMP – ON
MIXTURE – FULL RICH
FUEL SELECTOR – CHECK / SWITCH / BOTH *Note Gauges*
MAGNETOS – CHECK ALL
MASTER – ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
PROP – LOW RPM *Full Alt*
SQUAWK 7700
DECLARE EMERGENCY *TWR, APP, Unicom, 121.5*
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – PUSH DOWN, ROTATE OFF
SEATBELTS / HARNESS
FLAPS – AS NEEDED *Full Flaps Recommended For Landing*
WHEN LANDING SIGHT ASSURED – 70 KIAS (81 MPH)
MASTER & MAGS – OFF
UNLATCH DOORS
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF *Mags – On*
CLOSE VENTS, CABIN HEAT, & AIR *Fire Extinguisher*
AVIONICS POWER SWITCH – OFF
IF FIRE OUT – MASTER ON ONLY IF CRITICAL *Vents, Heat, Air – Open*
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – PUSH DOWN, ROTATE OFF
BOOST PUMP – OFF
MASTER – OFF
CABIN HEAT & AIR – OFF *Except Overhead Vents*
AIRSPEED 100 KIAS OR HIGHER TO EXTINGUISH – LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START – MIXTURE IDLE CUTOFF & FUEL SELECTOR OFF
THROTTLE – FULL OPEN
CONTINUE CRANKING ENGINE A FEW SECONDS
MASTER & MAGS – OFF
EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT – ON
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE & PROP SPEED
FLAPS – NOT RECOMMENDED FOR LANDING
LAND FASTER – 80-90 KIAS (92-104 MPH)

OTHER

AMMETER w/EXCESS RATE OF CHARGE: Alternator – Off, Pull C.B. / Nonessential Electric – Off / Terminate Flight ASAP.

LOW VOLTAGE: Avionics Power Switch – Off / Alt. C.B. - In / Master – Off, then, Master – On / Ck. Volt Lt. Off / Avionics – On
If Illuminates Again: Alt. & Electric – Off / Terminate Flight ASAP.

RADIO OUT: Check Circuit Breakers & VOLUME
Recycle Alternator Switch
If IFR & Still Out, Set XPDR To 7600.
(Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 – 122.8 – 122.95 – 123.0 – 123.05
MULTICOM: 122.9 (CTAF) – 122.75 – 122.85 (Air To Air)
F.S.S.: 122.000-122.675. **Most Common - 122.2**
EMERGENCY: 121.5

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* *Every Plane Has A Different Empty Weight And Useful Load*
Cessna 182 S Lycoming: 10-540-AB1A5, 230 HP

* Empty Weight: LBS *(Specific Plane Weight)*
* Max. Useful Load: LBS *(Including Fuel @ 6 lbs/gal)*
Max. Baggage Area: 200 LBS *(Included In Useful Load)*
Max. T.O. Weight: 3100 LBS
Max. Ldg. Weight: 2950 LBS

Fuel Type: 100 LL (Blue) / 100 (Green)
Usable Fuel: 88 Gallons
Oil Capacity: 9 Quarts *(Minimum 4)*
Electrical: 24-28 VOLT / 60 AMP
Tire Pressure: Nose - 49 PSI / Main - 42 PSI