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Cessna 182H N1891X v1.1 6/1/2018	
BEFORE TAKEOFF	
<ul style="list-style-type: none"> • Flaps UP OR 20° • Carb Heat OFF • Prop FWD • Cowl Flaps OPEN • Landing Lights/Strobes ON • Headset ON • Nav Lights as required - Clearing circle for Pattern Traffic • What is your ABORT Plan? 	
TAKEOFF	
Normal: Rotate 60 mph Vy 88 mph (84 mph @ 10,000')	
Short/Soft: Flaps 20° Vx 60 mph (65 mph @ 10,000')	
CRUISE CLIMB 100-120 mph	
BEST GLIDE 80 mph (flaps up)	
>1000' AGL • Engine Monitor: Oil Pres/Temp • CHT/ EGT	
• MP 15"- 23" • Prop 2200 -2450 RPM	
CRUISE • Cowl Flaps Closed or As Required	
<ul style="list-style-type: none"> • Mixture LEAN to peak EGT, then ENRICH 100° Rich of peak • Routinely Check Engine Monitor: Oil Pres/Temp • CHT/ EGT • Fuel Landing Light: On for Safety 	
LANDING • Carb Heat ON • Prop FWD • Cowl Flaps CLOSED	
<ul style="list-style-type: none"> • Fuel BOTH • Mixture ENRICH • Approach at 70-80 mph 	
GO AROUND	
<ul style="list-style-type: none"> • Full Throttle • Pitch up • Carb Heat OFF • Flaps retract to 20° • <i>Climbing & above 60 mph</i>, retract flaps • Cowl Flaps OPEN 	
AFTER LANDING	
<ul style="list-style-type: none"> • Carb Heat OFF • Flaps UP • Cowl Flaps OPEN • Mixture LEAN for taxi 	
SHUTDOWN • Avionics/Lights OFF (Leave Beacon On for Safety)	
<ul style="list-style-type: none"> • Mixture OFF • Master OFF • Mags OFF – Key OUT • Parking Brake SET • Pitot Tube Cover Installed • Control Lock Installed • Flight Plan Closed 	
POSTFLIGHT	
<ul style="list-style-type: none"> • Hobbs Time RECORD • Windows & Leading Edges CLEAN • Wheel Chocks SET • Seat Belts SECURE • Interior CLEAN • Airplane LOCKED • Flight Log ENTERED • Flight Plan CLOSED • Hangar SECURE • Padlock Set 0000 • Lights OFF 	
<i>MPH</i>	Recommended Pattern Speeds/ Approx Pwr Settings
Vso 60	Downwind: 90 - 100 mph / 16" MP
Vs1 67	Abeam: 85 - 90 mph / 13" MP
Vfe 110	Base: 80 - 85 mph / 13" MP
Va 2800 128	Final: 70 - 75 mph / 13" MP
Va 2350 117	
Va 1900 105	(Full Flaps - No Flaps)
Vno 160	
Vne 193	

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PREFLIGHT Pitot Tube Cover - REMOVED Gust Lock - REMOVED Hobbs – Record into Flight Log System Avionics Master–OFF Master - ON Flaps – Ck for Smooth Op Fuel Gauges – CHECK Exterior Lights - CHECK Interior Lights – CHECK Stall Horn - CHECK Master – OFF Baggage Door – LOCKED Tires/Brakes – Press/Leaks (Main 20-25psi - Nose 30 psi) Fuel Quantity & Caps secure Oil level: 8 MIN / 9 MAX Qts. Oil Filler Cap – Secure Nose strut, Cowl Flaps, Prop & Spinner - Inspect Static Port-Clear Check Fuel level/Caps/Drain Engine Fuel Strainer-Drain Final Walk / Look Around START Seats – LOCKED Seat Belts – FASTENED Passenger Briefing Cowl Flaps – OPEN Elevator / Rudder Trim Set Circuit Breakers – IN Avionics – OFF Mixture – RICH Carb Heat – COLD Prime – As Required (max 3) Throttle – OPEN ½ Inch Yell - Clear Prop	Brakes – Set/Held Master – ON Beacon – ON Engage Starter (max 20 sec crank if no start) AFTER START Throttle – 1000 RPM Oil Pressure– in green < 30 seconds Flaps – UP Mixture – LEAN FOR TAXI Avionics Master – ON Taxi Lights - ON Transponder – ALT Set Fuel quantity in JPI Engine Monitor RUNUP Doors & Windows – LATCHED Controls – FREE & CORRECT Flaps – UP Trim – Elevator & Rudder TAKEOFF Throttle – 1700 RPM Mixture – BEST POWER Mags (drop< 125, difference ea <50) Prop – Cycle 3 X Carb Heat – TEST Ammeter - Charging Low Voltage Light - Out Throttle – 1000 RPM Instruments – CHECK/SET G5 Altimeter set/referenced to conventional Altimeter Seat Belts – SECURE COM – First Freq. 122.7 KMAN NAV – First Freq. - 113.3 BOI VOR OBS – SET Charts & Log – READY Headset – ON SEE OTHER SIDE FOR BEFORE TAKEOFF CHECK
Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 FSS BOI: 122.2 / 122.6 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 Big Sky App/Dep: North 126.9 / South 119.6 BOI Twr 118.1 / Gnd 121.7	