

Cessna 182Q Note: For N7593S Only v1.6	
BEFORE TAKEOFF - Clearing circle for Pattern Traffic <ul style="list-style-type: none"> • What is your ABORT Plan? Flaps UP or 20° • Carb Heat OFF • Transponder ALT • Lights/Strobes ON • Prop FWD • Cowl Flaps OPEN • Headset ON	
TAKEOFF Normal: Rotate 50 Kts Vy 78 Kts (73 kts @ 10,000') Short/Soft: Flaps 20° Vx 57 Kts (62 kts @ 10,000')	
CRUISE CLIMB 85 – 95 Kts BEST GLIDE 70 Kts (flaps up)	
>1000' AGL Oil Pres/Temp • Ammeter • Vacuum <ul style="list-style-type: none"> • MP 15"- 23" • Prop 2100 -2400 RPM 	
CRUISE <ul style="list-style-type: none"> • Max 75% power • Mixture LEAN to peak EGT, then ENRICH 50° rich of peak for Best power. • Heading Indicator SET • Cowl Flaps As Required • Routinely Check Gauges: • Oil Press/Temp • Ammeter • Vacuum • Landing Light OFF 	
LANDING <ul style="list-style-type: none"> • Both Autopilots OFF • Carb Heat ON • Prop FWD • Cowl Flaps CLOSED • Fuel BOTH • Mixture ENRICH • Approach at 60-70 Kts 	
GO AROUND <ul style="list-style-type: none"> • Full Throttle • Pitch up • Carb Heat OFF • Flaps retract to 20° • Climbing & above 55 kts, retract flaps • Cowl Flaps OPEN 	
AFTER LANDING Carb Heat OFF • Transponder SBY • Flaps UP Cowl Flaps OPEN • Mixture LEAN for taxi	
SHUTDOWN Avionics/Lights OFF • Mixture OFF • Master OFF • Mags OFF Headset OFF • Flight Plan Closed • Control Lock Installed	
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>Kts</i>	Recommended Pattern Speeds/ Approx Pwr Settings
Vso 45	Downwind: 85 - 90 Kts / 16" MP
Vs1 48	
Vfe 95	Abeam: 75 - 80 Kts / 13" MP
Va 2950 111	Base: 70 - 75 Kts / 13" MP
Va 2500 102	
Va 2050 93	Final: 60 - 65 Kts / 13" MP
Vno 143	
Vne 179	(Full Flaps – No Flaps)

Use at your own risk. The pilot must refer to the FAA approved documents for the correct information, and is responsible for safe operation of aircraft.

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PREFLIGHT Gust Lock - REMOVED Hobbs – Recorded. Enter flight into Flight Log System Autopilot - OFF Master – ON Flaps – 20° Fuel Gauges – Check Required Lights - CHECK Master – OFF Baggage Door – LOCKED Tires/Brakes – Press/Leaks (42 psi Main-49 psi Nose) Fuel Caps & Quantity Fuel Vents Oil level: 7 MIN / 8 MAX Qts. Oil filler cap - SECURE Nose strut Static Ports Wing Fuel Drains Engine Fuel Strainer	AFTER START Throttle – 1000 RPM Oil Pressure– in green < 30 seconds Flaps – UP Mixture – LEAN FOR TAXI Avionics – ON Beacon – ON Nav Lights – As Required Transponder – STBY
START Seats – LOCKED Selt Belts – FASTEN Parking Brake – SET Passenger Briefing Cowl Flaps – OPEN Elevator & Rudder Trim - SET Fuel – BOTH Circuit Breakers – IN Avionics – OFF Mixture – RICH Prop – FWD Carb Heat – COLD Prime – As Required Throttle – open ½ Inch Clear Prop Master – ON Engage Starter (max 20 sec)	RUNUP Doors & Windows – LATCHED Both Autopilots – TEST / Turn OFF Controls – Free & Correct Flaps – UP Trim – TAKEOFF Cowl Flaps – OPEN Fuel – BOTH Mixture – FULL RICH Throttle – 1700 RPM Mixture – BEST POWER Vacuum – Check (4.5"-5.4") Mags(drop<150, difference ea <50) Prop – CYCLE 3X Carb Heat – TEST Alternator – TEST Throttle – 800-1000 RPM Instruments – CHECK Seat Belts – CHECK Flaps & Trims – CHECK COM – First Freqs 122.7 KMAN NAV – First Freqs HSI – Verf HDG Flag clear. HSI / OBS – SET Charts & Log – READY Headset – ON
SEE OTHER SIDE FOR BEFORE TAKEOFF CHECK	
Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 Flight Watch: 122.0 FSS BOI: 122.2 / 122.6 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 BOI App/Dep: North 126.9 / South 119.6 BOI Twr 118.1 / Gnd 121.7	