

| Cessna 182P Note: For N9989E Only v1.0 | |
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| 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 60 MPH Vy 89 MPH (85 mph @ 10,000') Short/Soft: Flaps 20° Vx 60 MPH (64 mph @ 10,000') | |
| CRUISE CLIMB 100 – 120 MPH BEST GLIDE 80 MPH (flaps up) | |
| > 1000' AGL Oil Pres/Temp • Ammeter • Vacuum <ul style="list-style-type: none"> • MP 15"- 23" • Prop 2200 -2450 RPM | |
| CRUISE <ul style="list-style-type: none"> • Max 75% power • Mixture LEAN to peak EGT, then ENRICH 125° rich of peak for Best power. • Heading Indicator SET • Cowl Flaps CLOSED • Routinely Check Gauges: • Oil Press/Temp • Ammeter • Vacuum • Landing Light OFF | |
| LANDING <ul style="list-style-type: none"> • Autopilot OFF • Carb Heat ON • Prop FWD • Cowl Flaps CLOSED • 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° • Climbing & above 80 MPH, 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>MPH</i> | Recommended Pattern Speeds/ Approx Pwr Settings |
| Vso 63 | Downwind: 90 - 100 mph / 16" MP |
| Vs1 68 | Abeam: 85 - 90 mph / 13" MP |
| Vfe 110 | Base: 80 - 85 mph / 13" MP |
| Va 2950 126 | Final: 70 - 75 mph / 13" MP |
| Va 2500 116 | |
| Va 2050 105 | (Full Flaps – No Flaps) |
| Vno 160 | |
| Vne 198 | |

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 Autopilot – 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 (4.6"-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 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 | |