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<b>Cessna 182H N1891X ONLYv1.0</b>	
<b>BEFORE TAKEOFF</b> - Clearing circle for Pattern Traffic <ul style="list-style-type: none"> <li>• What is your <b>ABORT</b> Plan?</li> </ul> Flaps <b>UP</b> or 20° • Carb Heat <b>OFF</b> • Transponder <b>ALT</b> • Lights/Strobes <b>ON</b> • Prop <b>FWD</b> • Cowl Flaps <b>OPEN</b> • Headset <b>ON</b>	
<b>TAKEOFF</b> Normal: Rotate 60 mph <b>Vy 88 mph</b> (84 mph @ 10,000') Short/Soft: Flaps 20° <b>Vx 60 mph</b> (65 mph @ 10,000')	
<b>CRUISE CLIMB</b> <b>100-120 mph</b> <b>BEST GLIDE</b> <b>80 mph (flaps up)</b>	
>1000' AGL • Oil Pres/Temp • Ammeter • Vacuum • MP <b>15"- 23"</b> • Prop <b>2200 -2450 RPM</b>	
<b>CRUISE</b> • Max 75% power • Heading Indicator <b>SET</b> • Cowl Flaps <b>As Required</b> • Mixture <b>LEAN</b> to <b>peak EGT</b> , then <b>ENRICH 100° Rich of peak</b> • Routinely Check Gauges: • Oil Press/Temp • Ammeter • Vacuum • Landing Light <b>OFF</b>	
<b>LANDING</b> • Carb Heat <b>ON</b> • Prop <b>FWD</b> • Cowl Flaps <b>CLOSED</b> • Fuel <b>BOTH</b> • Mixture <b>ENRICH</b> • Approach at <b>70-80 mph</b>	
<b>GO AROUND</b> • Full Throttle • Pitch up • Carb Heat <b>OFF</b> • Flaps retract to <b>20°</b> • <i>Climbing &amp; above 61 mph</i> , retract flaps • Cowl Flaps <b>OPEN</b>	
<b>AFTER LANDING</b> • Carb Heat <b>OFF</b> • Transponder <b>SBY</b> • Flaps <b>UP</b> • Cowl Flaps <b>OPEN</b> • Mixture <b>LEAN</b> for taxi	
<b>SHUTDOWN</b> • Avionics/Lights <b>OFF</b> • Mixture <b>OFF</b> • Master Switch <b>OFF</b> • Mags <b>OFF</b> • Headset <b>OFF</b> • Flight Plan <b>Closed</b> • Control Lock <b>Installed</b>	
<b>POSTFLIGHT</b> • Hobbs Time <b>RECORD</b> • Windows & Leading Edges <b>CLEAN</b> • Wheel Chocks <b>SET</b> • Seat Belts <b>SECURE</b> • Interior <b>CLEAN</b> • Airplane <b>LOCKED</b> • Flight Log <b>ENTERED</b> • Flight Plan <b>CLOSED</b> • Hangar <b>SECURE</b> • Padlock Set <b>0000</b> • Lights <b>OFF</b>	
<b>MPH</b>	Recommended Pattern Speeds/ Approx Pwr Settings
<b>Vso 60</b>	Downwind: 90 - 100 mph / 16" MP
<b>Vs1 67</b>	Abeam: 85 - 90 mph / 13" MP
<b>Vfe 110</b>	Base: 80 - 85 mph / 13" MP
<b>Va 2800 128</b>	Final: 70 - 75 mph / 13" MP
<b>Va 2350 117</b>	
<b>Va 1900 105</b>	(Full Flaps – No Flaps)
<b>Vno 160</b>	
<b>Vne 193</b>	

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<b>PREFLIGHT</b> Gust Lock - REMOVED Hobbs – Recorded, Enter flight into Flight Log System Master – ON Flaps – 20° Fuel Gauges – CHECK Exterior Lights - CHECK Interior Lights - CHECK Master – OFF Baggage Door – LOCKED Tires/Brakes – Press/Leaks (32 psi Main-32 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	<b>AFTER START</b> 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
<b>START</b> 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)	<b>RUNUP</b> Doors & Windows – LATCHED Controls – Free & Correct Flaps – UP Trim – TAKEOFF Cowl Flaps – OPEN Fuel – BOTH Throttle – 1700 RPM Mixture – BEST POWER Vacuum – Check (4.0"-5.0") Mags (drop< 150, difference ea <50) Prop – CYCLE 3 X 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
<b>SEE OTHER SIDE FOR BEFORE TAKEOFF CHECK</b>	
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	