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Cessna 182Q N121M v1.3 5/20/2021	
TAKEOFF	
Normal: Rotate 50 Kts	Vy 78 Kts (72 kts @ 10,000')
Short/Soft: Flaps 20°	Vx 50 Kts (58 kts @ 10,000')
CRUISE CLIMB 85 – 95 Kts	
BEST GLIDE 70 Kts (flaps up)	
>1000' AGL Oil Pres/Temp • Ammeter • Vacuum • 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°F rich of peak for Best power. • Cowl Flaps As Required • Routinely Check Gauges: • Oil Press/Temp • Ammeter • Landing Light On for Safety 	
LANDING • Landing Light ON • Auto-Pilot OFF • Elec. Trim OFF	
<ul style="list-style-type: none"> • 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 • Mags OFF • Master OFF Flight Plan Closed • Control Lock Installed Pitot Tube Cover - Installed	
POSTFLIGHT	
<ul style="list-style-type: none"> • Hobbs & Tach Times RECORDED • Windows & Leading Edges CLEANED Seat Belts SECURE • Interior CLEANED • Airplane LOCKED Wheel Chocks SET • Tow Bar REMOVED Flight Log ENTERED • Hangar SECURE • Lights OFF 	
Kts	Recommended Pattern Speeds/ Approx Pwr Settings
Vso 38	Downwind: 85 - 90 Kts / 16" MP
Vs1 53	Abeam: 75 - 80 Kts / 13" MP
Vfe 95	Base: 70 - 75 Kts / 13" MP
Va 2950 111	Final: 55 - 65 Kts / 13" MP
Va 2500 102	(Full Flaps – No Flaps)
Va 2050 93	
Vno 143	
Vne 179	
<p>Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 Big Sky App/Dep: 119.6 unless directed to 126.9 FSS BOI: 122.6</p>	

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PREFLIGHT	
Pitot Tube Cover - REMOVED	Brakes – Set/Held
Gust Lock - REMOVED	Master – ON
Hobbs – Match Flight Log	Beacon – ON
Avionics Master-OFF	Engage Starter (max 20 sec crank if no start)
Master – ON	AFTER START
Tach – Check < Oil Change Time	Throttle – 1000 RPM
Flaps – Ck for Smooth Operation and Aileron drop with flaps.	Oil Pressure– in green < 30 seconds
Fuel Gauges – CHECK	Flaps – UP
Exterior Lights – (Beacon on Avionics Master) CHECK	Mixture – LEAN FOR TAXI
Interior Lights – CHECK	Avionics Master – ON
Stall Horn - CHECK	Taxi/Landing Lights - ON
Master – OFF	Transponder – ALT
Baggage Door – LOCKED	RUNUP
Tires/Brakes – Press/Leaks (Main 25 psi - Nose 25 psi)	Doors & Windows – LATCHED
Fuel Quantity & Caps secure	Controls – FREE & CORRECT
Careful with VG's when Fueling. Not Airworthy if more than 5 VG's are missing – Ground Plane	Flaps – UP
Oil level: 7 MIN / 8 MAX Qts.	Trim – Elevator & Rudder TAKEOFF
Oil Filler Cap – Secure	Throttle – 1700 RPM
Nose strut, Cowl Flaps, Prop & Spinner - Inspect	Mixture – FULL RICH (Lean for best power above 5,000' DA)
Static Port(s)-Clear	Mags (drop< 125, difference ea <50)
Check Fuel level/Caps/Drain	Prop – Cycle 3 X
Engine Fuel Strainer-Drain	Vacuum Check – In the Green
Final Walk/Look Around/Tow Bar	Carb Heat – TEST
START	Ammeter - Charging
Seats-LOCKED (Pilot Seat Lock)	Low Voltage Light - Out
Seat Belts – FASTENED	Throttle – 1000 RPM
Passenger Briefing	Instruments – CHECK/SET
Cowl Flaps – OPEN	Seat Belts – SECURE
Elevator / Rudder Trim Set	COM – First Freq. 122.7 KMAN
Circuit Breakers – IN	KMAN ASOS:118.325
Avionics – OFF	NAV – First Freq. - 113.3 BOI VOR
Mixture – RICH	OBS – SET
Carb Heat – COLD	Charts & Log – READY
Prime – As Required (max 3x)	Headset – ON
Throttle – OPEN ~ ½ Inch	Auto-Pilot OFF
Yell - Clear Prop	Elec. Trim OFF
BEFORE TAKEOFF - Clearing circle for Pattern Traffic	
• What is your ABORT Plan?	
Flaps UP or 20° • Carb Heat OFF • Transponder ALT •	
Lights/Strobes ON • Prop FWD • Cowl Flaps OPEN • Headset ON	