

C182 CHECKOUT OVERVIEW

I. MAJOR DIFFERENCES OF C182 HIGH PERFORMANCE OVER C172/C152

- ☐ High Performance > 200 HP – They are all 230 HP
- ☐ Cowl Flaps
- ☐ Rudder Trim
- ☐ Constant speed prop, MP Gauge to measure power
- ☐ C182 nose gear more susceptible to damage, keep yoke back, nose light as much as possible.

II. DIFFERENCES BETWEEN T-CRAFT C182'S

- ☐ Gross Weight differences: 91X-2800, 93S & 89E -2950
- ☐ Load Capacity at full fuel: 91X = 602#, 93S = 677#, 89E = 726#
- ☐ Fuel Capacity (Useable) All -75 gal
- ☐ Fuel Burn @ 8500' cruise power. 91X-13.1, 93S & 89E-12.7 (proper leaning)
- ☐ Size- interior room/baggage: 91X smaller, 93S & 89E same
- ☐ Control layout, Avionics, and instrument layout is different in each one
- ☐ Air Speed: 91X and 89E in MPH, 93S in Knots
- ☐ Each bird has its own unique T-Craft check list.
- ☐ 91X – Basic C182 –Larger tires, STOL, Engine monitor a great BC bird
- ☐ 93S – Autopilot

III. FLIGHT PLANNING CONSIDERATIONS SPECIFIC TO AIRPLANE TO BE USED

- ☐ Performance Data (sample problem)
- ☐ Weight and Balance
- ☐ Review of Instrument Procedures Appropriate to Avionics Capability of the Aircraft (if the pilot is instrument rated)
- ☐ Minimum Equipment List (if applicable), additional required instruments.
- ☐ Aircraft Data Sheet
- ☐ Checklist

IV. CHECKLIST AND OPERATIONAL PROCEDURES

- ☐ Review of Operational Considerations for High Performance Airplanes in Airport Traffic Patterns
- ☐ Review Procedures for Each Maneuver to be accomplished
- ☐ Proper procedure for power / prop speed changes.
- ☐ Leaning and use of EGT
- ☐ Use of Cowl Flaps