

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 Wt 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
- ⊖ Different trim mechanism, control layout, inst layout different in each one
- ⊖ Air Speed: 91X and 89E in MPH, 93S in Knots
- ⊖ Each bird has it's own T-Craft check list.
- ⊖ 91X – Basic C182 – not as nice as shape, a great BC bird
- ⊖ 93S & 89E – Autopilot, controls different, 93S instrument rated, more weight capacity

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