

## 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