T CRAFT AERO CLUB

CESSNA 182 N121M

CHECK OUT SUPPLEMENT (Rev 9.1.24)

Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

CFI\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Total Flight Time for this check out\_\_\_\_hours Signoff for N121M at the discretion of the check-out CFI. This is an addition to the normal C182 checkout if not currently checked out in the other club C182’s.

Total Landings \_\_\_ 4 Minimum (121M ck out only)

Prior to checkout: Read the POH, Checklist, Robinson STOL STC, and fill out a data sheet. Avionics documents on the club website/fleet page. Prior to check out you must get the Garmin Avionics training and get signed off on the G3X Checkout Checklist.

1. **Ground Phase - Review**
* Certificates and Documents
* Review Pilot Operating Handbook, Avionics, Robertson STOL STC, checklist, signed off on the G3X Checklist.
* Interior Familiarization. Avionics, Controls, Autopilot, Pilot seat lock,
* Rear Seat and Seatbelt – proper and safe installation. Removal and re-installation.
* Pilot Yoke: Electric Trim Control, Autopilot disengage, PPT.
* Powerplant and Manifold Pressure Gauges, Leaning- Lean Assist
* Constant Speed Propeller Operation
* Flaps – Operate in each position and note how the Alerions follow flap extension. Maximum alerion droop at 20° Flap extension
* Note Larger Tires and Tow Bar Precautions
* Weight and Balance (min and max weight, note CG differences)
1. **Flight Phase**
* Pre Flight Inspection
* Engine Start, Taxiing, Before Take-off checklist
* Leaning on the ground
* Normal Take-off and Climb - No Flaps
* Normal Approach and Landing – Flaps as desired
* Vx Demonstration – Climb Rate\_\_\_\_\_\_Power On Stall\_\_\_\_\_
* Vy Demonstration – Climb Rate\_\_\_\_\_\_

 Performance Test Altitude\_\_\_\_\_\_\_\_ Weight\_\_\_\_\_\_\_ OAT\_\_ BP\_\_\_

Prior to test, disengage the ESP (Electronic Stability and Protection System) – You need to know how to do this.

Slow Flight/Stall Test: Determine the power to maintain MCA (Minimum Control Airspeed) in level flight. – Stall Horn Just Starting to sound. Reduce Power while maintain altitude until Stall. Record IAS for each configuration. Note Angle of Attack tones and operation.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Flaps | IAS @ MCA | IAS @ Vs | MarginMCA-Vs | PWR MP/RPM | Notes |
| 0 |  |  |  |  / |  |
| 0 |  |  |  | Pwr Off |  |
| 20 |  |  |  |  / |  |
| 20 |  |  |  | Pwr Off |  |
| 40 |  |  |  |  / |  |
| 40 |  |  |  | Pwr Off |  |
| 0 |  |  |  | Pwr Off | 20° bank |
| 0 |  |  |  | Pwr Off | 45° bank |
| 20 |  |  |  | Pwr Off | 20° bank |
| 20 |  |  |  | Pwr Off | 45° bank |

* Leaning at Altitude
* Steep Turns
* Emergency Procedures – Simulated Engine Out, Best Glide \_\_\_\_\_
* Descent/Let Down Planning, Shock Cooling Avoidance
* Short Field Approach and Landing - 40° Flaps (if conditions permit)
* Short Field Take-off and Climb - 20° Flaps
* Soft Field Approach and Landing
* Soft Field Take-off and Climb - 20° Flaps
* Cross Wind Operation (Take off and Landing) If possible
* Go-Around

Notes:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Signed:

Member \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_

CFI \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_