

Use at your own risk. The pilot must refer to the FAA approved documents for the correct information, and is responsible for safe operation of aircraft.

Cessna 182H N1891X ONLYv1.0	
BEFORE TAKEOFF - Clearing circle for Pattern Traffic <ul style="list-style-type: none"> • What is your ABORT Plan? Flaps UP or 20° • Carb Heat OFF • Transponder ALT • Lights/Strobes ON • Prop FWD • Cowl Flaps OPEN • Headset ON	
TAKEOFF Normal: Rotate 60 mph Vy 88 mph (84 mph @ 10,000') Short/Soft: Flaps 20° Vx 60 mph (65 mph @ 10,000')	
CRUISE CLIMB 100-120 mph BEST GLIDE 80 mph (flaps up)	
>1000' AGL • Oil Pres/Temp • Ammeter • Vacuum • MP 15"- 23" • Prop 2200 -2450 RPM	
CRUISE • Max 75% power • Heading Indicator SET • Cowl Flaps As Required • Mixture LEAN to peak EGT , then ENRICH 100° Rich of peak • Routinely Check Gauges: • Oil Press/Temp • Ammeter • Vacuum • Landing Light OFF	
LANDING • Carb Heat ON • Prop FWD • Cowl Flaps CLOSED • Fuel BOTH • Mixture ENRICH • Approach at 70-80 mph	
GO AROUND • Full Throttle • Pitch up • Carb Heat OFF • Flaps retract to 20° • <i>Climbing & above 61 mph</i> , 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 • Master Switch OFF • Mags OFF • Headset OFF • Flight Plan Closed • Control Lock Installed	
POSTFLIGHT • Hobbs Time RECORD • Windows & Leading Edges CLEAN • Wheel Chocks SET • Seat Belts SECURE • Interior CLEAN • Airplane LOCKED • Flight Log ENTERED • Flight Plan CLOSED • Hangar SECURE • Padlock Set 0000 • Lights OFF	
CAS MPH	Recommended Pattern Speeds/ Approx Pwr Settings
Vso 60	Downwind: 90 - 100 mph / 16" MP
Vs1 67	Abeam: 85 - 90 mph / 13" MP
Vfe 110	Base: 80 - 85 mph / 13" MP
Va 2800 128	Final: 70 - 75 mph / 13" MP
Va 2350 117	
Va 1900 105	
Vno 160	(Full Flaps – No Flaps)
Vne 193	

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PREFLIGHT Gust Lock - REMOVED Hobbs – Recorded, Enter flight into Flight Log System Master – ON Flaps – 20° Fuel Gauges – CHECK Exterior Lights - CHECK Interior Lights - CHECK Master – OFF Baggage Door – LOCKED Tires/Brakes – Press/Leaks (32 psi Main-32 psi Nose) Fuel Caps & Quantity Fuel Vents Oil level: 7 MIN/8 MAX Qts. Oil filler cap - SECURE Nose strut Static Ports Wing Fuel Drains Engine Fuel Strainer	AFTER START Throttle – 1000 RPM Oil Pressure– in green < 30 seconds Flaps – UP Mixture – LEAN FOR TAXI Avionics – ON Beacon – ON Nav Lights – As Required Transponder – STBY
START Seats – LOCKED Selt Belts – FASTEN Parking Brake – SET Passenger Briefing Cowl Flaps – OPEN Elevator & Rudder Trim - SET Fuel – BOTH Circuit Breakers – IN Avionics – OFF Mixture – RICH Prop – FWD Carb Heat – COLD Prime – As Required Throttle – open ½ Inch Clear Prop Master – ON Engage Starter (max 20 sec)	RUNUP Doors & Windows – LATCHED Controls – Free & Correct Flaps – UP Trim – TAKEOFF Cowl Flaps – OPEN Fuel – BOTH Throttle – 1700 RPM Mixture – BEST POWER Vacuum – Check (4.0"-5.0") Mags (drop< 150, difference ea <50) Prop – CYCLE 3 X Carb Heat – TEST Alternator – TEST Throttle – 800-1000 RPM Instruments – CHECK Seat Belts – CHECK Flaps & Trims – CHECK COM – First Freqs 122.7 KMAN NAV – First Freqs OBS – SET Charts & Log – READY Headset – ON
SEE OTHER SIDE FOR BEFORE TAKEOFF CHECK	
Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 Flight Watch: 122.0 FSS BOI: 122.2 / 122.6 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 BOI App/Dep: North 126.9 / South 119.6 BOI Twr 118.1 / Gnd 121.7	