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| **Cessna 182Q N121M v1.4 5/8/2024** |
| **TAKEOFF**Normal: Rotate 50 Kts **Vy 78 Kts**  (72 kts @ 10,000’)Short/Soft: Flaps 20° **Vx 50 Kts** (58 kts @ 10,000’) |
| **CRUISE CLIMB 85 – 95 Kts****BEST GLIDE 70 Kts (flaps up)** |
| **>1000’ AGL** Oil Pres/Temp • Ammeter• MP **15”- 23”** • Prop **2100 -2400 RPM** |
| **CRUISE** • Max 75% power • Mixture LEAN to **peak EGT**, then ENRICH 50˚F rich of peak for Best power – Use G3X Lean Assist.**OPERATING LEAN OF PEAK IS NOT APROVED**• Cowl Flaps **As Required**• Routinely Check Gauges:• Oil Press/Temp • Ammeter • Landing Light **On for Safety** |
| **LANDING** • Landing Light **ON** • Auto-Pilot **OFF** • GUMPS• Carb Heat **ON** • Prop **FWD** • Cowl Flaps **CLOSED** • Fuel **BOTH** • Mixture **ENRICH**• Approach at **60-70 Kts** |
| **GO AROUND Select “Go Around” button if desired**• Full Throttle • Pitch up • Carb Heat **OFF** • Flaps retract to **20°**• Climbing & above ***55 kts***, retract flaps • Cowl Flaps **OPEN** |
| **AFTER LANDING**Carb Heat **OFF** • Flaps **UP**Cowl Flaps **OPEN** • Mixture **LEAN** for taxi |
| **SHUTDOWN** Avionics/Lights **OFF** • G3X **RECORD** Engine & Total Times • Mixture • Mags • Master **OFF**Flight Plan **Closed** • Control Lock **Installed** Pitot Tube Covers - **Installed**  |
| **POSTFLIGHT** • Hobbs & Tach Times **RECORDED** • Windows & Leading Edges **CLEANED**• Wheel Chocks **SET** • Seat Belts **SECURE** • Interior **CLEANED**• Airplane **LOCKED** • Flight Log System **ENTERED** • Flight Plan **CLOSED**• Hangar **SECURE** • Lights **OFF** • Doors **LOCKED** |
|  *Kts***Vso 38****Vs1 53****Vfe 95****Va 2950 111****Va 2500 102****Va 2050 93****Vno 143****Vne 179** | Recommended Pattern Speeds/ Approx Pwr SettingsDownwind: 85 - 90 Kts / 16“ MPAbeam: 75 - 80 Kts / 13“ MP Base: 70 - 75 Kts / 13“ MPFinal: 55 - 65 Kts / 13“ MP (Full Flaps – No Flaps) |

Emergency: Com 121.5 / Squawk 7700

Loss Com. Squawk 7600

KMAN ASOS:118.325 KEUL: COM 123.0 /ASOS 135.07

KBOI ATIS:123.9 Big Sky App/Dep: 119.6 unless directed to 126.9

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| **Cessna 182Q N121M v1.4 5/8/2024** |
| CHECKED OUT - FLIGHT LOG SYSTEMPREFLIGHTPitot/AOA Covers-REMOVEDGust Lock - REMOVEDAvionics Master–OFFAOA Pitot Heat/Pitot Heat-OFFMaster-ON (right side only)G3X Record Engine(tach) Total (Hobbs)G3X Fuel Levels–match dip stickFlaps – Ck for Smooth Operation and Aileron drop with flaps. Exterior/Interior Lights – CHECKStall Horn - CHECKMaster – OFFBaggage Door – LOCKEDTires/Brakes – Press/Leaks(Main 25 psi - Nose 25 psi)VG – CHECKCareful with VG’s when Fueling.Not Airworthy if more than 5 VG’s are missing – Ground PlaneOil level: 7 MIN / 8 MAX Qts. Oil Filler Cap – Secure Nose strut, Cowl Flaps,Prop & Spinner - InspectStatic Port(s)-ClearCheck Fuel level/Caps/DrainEngine Fuel Strainer-DrainFinal Walk/Look Around/Tow BarSTARTSeats–LOCKED (Pilot Seat Lock)Seat Belts – FASTENEDPassenger BriefingCowl Flaps – OPENElevator / Rudder Trim SetCircuit Breakers – INMixture – RICHCarb Heat – COLDPrime – As Required (max 3x)Throttle – OPEN ~ ½ InchYell - Clear Prop | Brakes – Set/HeldMaster – ONWait until G3X is on. MFD/Oil Pressure is visibleBeacon – ONEngage Starter (max 20 sec crank if no start)AFTER STARTThrottle – 1000 RPMOil Pressure– in green < 30 secondsConfirm Voltage 12.5-14 VoltsHi Voltage Light – NOT LITFlaps – UPMixture – LEAN FOR TAXIAvionics Master – ON Taxi/Landing Lights - ONTransponder – ALTRUNUPDoors & Windows – LATCHEDControls – FREE & CORRECTFlaps – UP Trim – Elevator & Rudder TAKEOFFThrottle – 1700 RPMMixture – FULL RICH (Lean for best power above 5,000’ DA)Mags (drop< 150, difference ea <50)Prop – Cycle 3 XCarb Heat – TESTAmmeter - ChargingHi Voltage Light - Out Throttle – 1000 RPMInstruments – CHECK/SETSeat Belts – SECURECOM – First Freq. 122.7 KMANKMAN ASOS:118.325 Headset – ONAuto-Pilot-OFFG3X / Avionics - Set Up  |
| **BEFORE TAKEOFF - Clearing** circle for Pattern Traffic • What is your **ABORT** Plan?Flaps **UP** or 20° • Carb Heat **OFF** • Transponder **ALT** • Lights/Strobes **ON** • Prop **FWD** • Cowl Flaps **OPEN** • Headset **ON** |