

T CRAFT AERO CLUB
CESSNA 182 N121M / N9989E
CHECK OUT SUPPLEMENT (Rev 3.2.25)

Name _____ Date _____
CFI _____

Total Flight Time for this check out _____ hours Signoff for N121M or N9989E 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 / 9989E checkout only)

Prior to checkout: Read the POH, Checklist, Robinson (N121M) or Sportsman (N9989E) STOL STC, and fill out a data sheet for each aircraft. 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 (N121M) or Sportsman (N9989E) STOL STC, checklist, signed off on the G3X Checklist.
- Interior Familiarization. Avionics, Controls, Autopilot
- Pilot Yoke: Electric Trim Control, Autopilot disengage, PTT.
- Powerplant and Manifold Pressure Gauges, Leaning- Lean Assist
- Constant Speed Propeller Operation
- (N121M Only) Pilot Seat Lock, Rear Seat and Seatbelt – proper and safe installation. Removal and re-installation.
- (N121M Only) Flaps – Operate in each position and note how the Alerions follow flap extension. Maximum alerion droop at 20° Flap extension
- (N121M Only) Note Larger Tires, Tire Pressures and Tow Bar Precautions
- (N121M Only) Vortex Generator (VG)
- Weight and Balance (min and max weight, note CG differences)

2. 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	Margin MCA-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: _____