

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)

## 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: \_\_\_\_\_