

## GROUND OPERATION PROCEDURES

Cessna 182RG

N7568T

### CABIN

1. Required Documents..... A.R.O.W.
2. Landing Gear Lever ..... DOWN
3. Control Wheel Lock ..... REMOVE
4. Ignition Switch ..... OFF / KEY ON DASH
5. Avionics Power Switch ..... OFF
6. Master Switch ..... ON
7. Avionics Master Switch ..... ON
8. Avionics Cooling Fan ..... AUDIBLE
9. Avionics Master Switch ..... OFF
10. Fuel Quantity Indicators ..... CHECK
11. Landing Gear Green light ..... ON/TEST
12. Flaps ..... FULL DOWN
13. Cowl Flaps ..... OPEN
14. All Exterior Lights ..... ON
15. Pitot Heat ..... ON
16. Pitot Cover ..... REMOVED
17. Check Operation of :
  18. .. Nav/Strobe, Beacon, and Landing Light
  19. Stall Warning ..... CHECKED
  20. Pitot Tube..... CLEAR / WARM
  21. Exterior Lights .....All OFF, BEACON ON
  22. Pitot Heat ..... OFF
  23. Master Switch ..... OFF
  24. Alternate Static ..... DRAINED/CLOSED
  25. Fuel Selector ..... BOTH
  26. Landing Gear Hydraulic fluid lvl..... CHECK
  27. Oil Level: Loosen dipstick and let oil settle

### EMPENNAGE

1. Baggage Door ..... CHECK
2. Rudder Gust Lock (if installed) ..... REMOVE
3. Tail Tie-Down ..... DISCONNECT
4. Control Surfaces ..... CHECK
5. Airplane Antennas ..... CHECK

### RIGHT WING

1. Flap and Aileron ..... CHECK
2. Wing Tip ..... CHECK
3. Leading Edge ..... CHECK
4. Wing Tie-Down ..... REMOVE
5. Overhead Cabin Vent Inlets ..... CHECK
6. Main Wheel Tire / Brake ..... CHECK
7. Fuel Tank Sump ..... DRAIN / CHECK
8. Fuel Quantity ..... CHECK VISUALLY
9. Fuel Filler Cap..... *vent unobstructed* SECURE

### NOSE

1. Static Source Opening (both sides) .... CHECK
2. Propeller and Spinner ..... CHECK
3. Landing Light Covers ..... CHECK

4. Carburetor Air Inlet ..... CHECK
5. Nose Wheel Strut and Tire ..... CHECK
6. Nose Tie-Down ..... REMOVE
7. Engine Cowling ..... CHECK
8. Engine Oil Level ..... *5-8 quarts* CHECK
9. Fuel Strainer ..... *4 seconds* PULL

### LEFT WING

1. Overhead Cabin Vent Inlets ..... CHECK
2. Main Wheel Tire / Brake ..... CHECK
3. Fuel Tank Sump ..... DRAIN / CHECK
4. Fuel Quantity ..... CHECK VISUALLY
5. Fuel Filler Cap..... *vent unobstructed* SECURE
6. Leading Edge ..... CHECK
7. Stall Warning Vane ..... CHECK
8. Fuel Tank Vent Opening ..... CHECK
9. Wing Tie-Down ..... REMOVE
10. Wing Tip ..... CHECK
11. Aileron and Flap ..... CHECK



### V-SPEEDS INFO

Vso	37	Oil (full/min)	8 / 5
Vs1	42	Fuel [use]	80 [75]
Vr	50	Weight TO	3100#
Vx	64	Weight Lnd	3100#
Vy	88	Demo Xwind	18
Vg	80/64		
Vfe/10°	140	App FL DN	65 - 75
Vfe/>10	95	App FL UP	70 - 80
Va	89/112		
Vno	143		
Vne	182		
Vle, Vlo	140		

### BEFORE STARTING ENGINE

1. Preflight Inspection ..... COMPLETE
2. Passenger Briefing ..... COMPLETE
3. Seats/SeatBelts ..... ADJUST, LOCK
4. Fuel selector valve ..... BOTH
5. Av. Pwr Switch, Elect. Equip..... OFF
6. Brakes ..... TEST; SET/HOLD
7. Cowl Flaps ..... OPEN
8. Landing Gear Selector ..... DOWN
9. Circuit Breakers ..... CHECK IN

## GROUND OPERATION PROCEDURES

Cessna 182RG

N7568T

### STARTING ENGINE (With Battery)

1. Beacon ..... ON
2. Mixture ..... RICH
3. Propeller ..... HIGH RPM
4. Carburetor Heat ..... COLD
5. Throttle ..... OPEN 1/4"
6. Prime ..... As Required
7. Propeller area ..... CLEAR
8. Master switch ..... ON
9. Ignition switch ..... START
10. Oil pressure ..... CHECK
11. Throttle ..... 1000 RPM or LESS
12. Mixture ..... LEAN, If Required
13. Nav, strobe lights ..... ON, as REQ'd
14. Avionics power switch & radios ..... ON
15. Transponder ..... ALT
16. Flaps ..... RETRACT
17. GPS ..... Initial fuel; Runway diagram
18. Taxi Lights ..... ON as REQ'd

### RUNUP

1. Parking Brake ..... SET or HOLD
2. Seat & Seat Belts ..... CHECK SECURE
3. Doors & Windows ..... CLOSED/LOCKED
4. Fuel Quantity ..... CHECK
5. Fuel Selector Valve ..... BOTH
6. Mixture ..... RICH
7. Aux. fuel pump ..... ON, check pressure, OFF
8. Throttle ..... 1700 RPM
  - a. Carburetor heat ..... CHECK/COLD
  - b. Magnetos ..... CHECK BOTH (175/50)
  - c. Propeller ..... CYCLE high-low-high 3x
  - d. Engine instruments ..... CHECK
  - e. Suction Gage ..... CHECK
  - f. Ammeter ..... CHECK alt with load
  - g. Throttle ..... 1000 RPM
9. Throttle friction lock ..... ADJUST
10. Flight controls ..... FREE and CORRECT
11. Flight Instruments ..... CHECK & SET  
(Heading & Altimeter)
12. Radios and Avionics ..... SET
13. Navigaton/GPS ..... SET as REQ'd
14. Autopilot ..... TEST, DISCONNECT

### BEFORE TAKEOFF

1. Doors & Windows ..... CLOSED/LOCKED
2. Fuel Quantity ..... CHECK
3. Fuel Selector Valve ..... BOTH
4. Carb Heat ..... COLD
5. Mixture ..... RICH
6. Propeller ..... HIGH RPM

7. Cowl Flaps ..... OPEN
8. Elevator/Rudder Trim ..... set for TAKEOFF
9. Wing flaps ..... as REQ'd
10. At runway ..... Lights As Req'd;

### INFLIGHT CHECKS CONTINUED ON SECOND CARD

### SECURING AIRPLANE

1. Parking Brake ..... SET or HOLD
2. Throttle ..... 1500 RPM
  - a. Mixture ..... LEANED, 20 seconds
  - b. Avionics ..... CHECK 121.5
3. Throttle ..... REDUCE as REQ'd
4. Parking Brake ..... RELEASED
5. All lights ..... As Req'd
6. Power ..... IDLE
7. Avionics Pwr Switch, Elect. Equip ..... OFF
8. Exterior, Interior & Panel Lights ..... OFF
9. Beacon Light ..... ON
10. Magneto Ground ..... CHECK
11. Mixture ..... IDLE CUT OFF
12. Ignition Switch ..... OFF
13. Master Switch ..... OFF
14. Fuel Selector ..... RIGHT TANK
15. Gust Lock ..... INSTALLED
16. Pitot Cover ..... INSTALLED
17. Wheel Chocks ..... INSTALLED
18. Tie Downs ..... INSTALLED
19. Tires and Aircraft ..... INSPECTED
20. Window Shade/Cover ..... INSTALLED

### FIRE DURING START

1. Cranking ..... CONTINUE
- If engine starts:**
  2. Power ..... 1,700 RPM for a few minutes
  3. Engine ..... SHUTDOWN
- If engine fails to start:**
  4. Throttle ..... FULL OPEN
  5. Mixture ..... IDLE CUT OFF
  6. Cranking ..... CONTINUE
  7. Fire Extinguisher ..... OBTAIN
  8. Master Switch ..... OFF
  9. Ignition Switch ..... OFF
  7. Fuel Selector ..... OFF
  8. Fire Extinguisher ..... ACTIVATE
  9. Airplane ..... EVACUATE

## IN-FLIGHT NORMAL PROCEDURES

### NORMAL TAKEOFF

1. Wing Flaps ..... 0 - 20°
2. Carburetor Heat ..... COLD
3. Throttle..... FULL OPEN and 2400 RPM
4. Rotate..... **50 KIAS**
5. Climb Speed..... 70 kts (flaps 20°)  
..... **80 kts (flaps Up)**  
..... Vy = 88 KIAS
6. Brakes..... APPLY briefly when airborne
7. Landing gear ..... RETRACT at positive climb
8. Wing Flaps ..... RETRACT
9. Noise abatement @ 500': 23" and 2100rpm

### SHORT FIELD TAKEOFF

1. Wing Flaps ..... 20°
2. Carburetor Heat ..... COLD
3. Brakes..... APPLY
4. Throttle..... FULL OPEN and 2400 RPM
5. Mixture..... RICH (LEAN max RPM > 3000')
6. Brakes..... RELEASE
6. Elevator Control ..... SLIGHTLY TAIL LOW
7. Climb Speed..... 55 kts until over obstacles
8. Landing gear ..... RETRACT after obstacles
9. Wing flaps..... RETRACT after 75 kts

### ENROUTE CLIMB

1. Airspeed ..... 90-100 KIAS
2. Throttle..... 23" and 2400 RPM
3. Fuel selector valve ..... BOTH
4. Mixture..... RICH (LEAN max RPM > 3000')
5. Cowl flaps ..... OPEN, as Req'd

### CRUISE

1. Power ..... 15-23", 21k-24k RPM (75% Max)
2. Elevator/rudder trim ..... ADJUST
3. Mixture..... LEAN as REQ'd
4. Cowl flaps ..... CLOSED, as REQ'D

### DESCENT

1. Power ..... as REQ'd
2. Carburetor Heat ..... FULL as req'd
3. Mixture..... ENRICHEN, as REQ'd
4. Cowl flaps ..... CLOSED
5. ATIS/Altimeter..... SET
6. NAV/GPS Switch ..... SET
7. Fuel selector valve ..... BOTH
8. Wing Flaps ..... AS DESIRED

## Cessna 182RG N7568T

### BEFORE LANDING

1. Seats/SeatBelt ..... UPRIGHT,ADJUST,LOCK
2. Fuel Selector Valve ..... BOTH
3. Landing Gear ..... DOWN & Check (<140 kts)
4. Mixture..... RICH (or as REQ'd)
5. Carburetor Heat ..... ON
6. Propeller..... HIGH RPM
7. Landing/Taxi Lights..... ON
8. Autopilot..... DISCONNECT

### NORMAL LANDING

1. Airspeed ..... **70-80 KIAS (flaps UP)**
2. Wing flaps..... as DESIRED (< 140/95 kts)
3. Airspeed ..... **65-75 kts (flaps down)**
4. Touchdown..... MAIN WHEELS FIRST
5. Landing Roll ..... LOWER NOSE WHEEL
6. Braking..... MINIMUM REQUIRED

### SHORT-FIELD LANDING

1. Airspeed ..... 70 - 80 kts (flaps UP)
2. Wing Flaps ..... FULL DOWN 40°
3. Airspeed ..... 63 KTS
4. Throttle..... CLOSED after obstacles
5. Touchdown..... MAIN WHEELS FIRST
6. Brakes..... APPLY HEAVILY—don't lock brakes
7. Wing flaps..... RETRACT

### BALKED LANDING

1. Throttle..... FULL OPEN and 2400 RPM
2. Carburetor Heat ..... COLD
3. Wing Flaps ..... RETRACT TO 20°
4. Climb speed ..... 75 KIAS
5. Wing Flaps ..... RETRACT after 75 KIAS
6. Cowl Flaps..... OPEN

### AFTER LANDING

1. Wing Flaps ..... UP
2. Carburetor Heat ..... COLD
3. Cowl Flaps..... OPEN
2. Taxi & Landing Light ..... ON as REQ'd
3. Transponder ..... ALT

### \*STOP & GO / FULL STOP TAXI BACK\*

1. Doors & Windows ..... CLOSED/LOCKED
2. Fuel Selector Valve ..... BOTH
3. Elevator / Rudder Trim..... set for TAKEOFF
4. Cowl Flaps ..... OPEN
5. Wing flaps..... as REQ'd
6. Mixture..... RICH
7. Propeller..... FULL
8. Carburetor Heat ..... COLD
9. At runway-All lights ..... ON

## IN-FLIGHT EMERGENCY PROCEDURES Cessna 182RG N7568T

### ENGINE FIRE IN FLIGHT

1. Mixture ..... IDLE CUT OFF
2. Fuel Selector Valve ..... OFF
4. Master Switch..... OFF
5. Cabin Heat/Air... OFF(except overhead vents)
6. Airspeed ..... 100 kts (To extinguish fire)
7. Forced Landing EXECUTE

### ENGINE FAILURE DURING FLIGHT

1. Airspeed ..... 80 KIAS
2. Carburetor Heat ..... ON
3. Fuel Selector Valve ..... BOTH
4. Mixture..... RICH
5. Boost Pump..... ON, as Req'd
6. Ignition Switch..... BOTH or START
7. Primer..... IN and LOCKED

### EMERGENCY LANDING NO POWER

1. Airspeed ..... 70 KIAS (flaps UP)  
..... 65 KIAS (flaps DOWN)
2. Mixture..... IDLE CUT OFF
3. Fuel Selector Valve ..... OFF
4. Ignition Switch..... OFF
5. Landing Gear ..... DOWN (UPrough/soft terrain)
6. Wing Flaps ..... AS REQ'D (40° recommended)
7. Doors ..... UNLATCH prior to touchdown
8. Master Switch..... OFF (when landing is assured)
9. Touchdown..... SLIGHTLY TAIL LOW
10. Brakes..... APPLY HEAVILY

### DITCHING

1. Radio ..... TRANSMIT MAYDAY on 121.5
2. Transponder ..... SQUAWK 7700
3. ELT ..... ACTIVATE
4. Heavy objects ..... SECURE or JETTISON
5. Landing Gear ..... UP
6. Flaps ..... 20°-40°
7. Power ..... Set for 300 fpm descent @ 60 kts
8. Approach:  
High winds, heavy seas: ..... INTO THE WIND  
Light winds, heavy swells .... PARALLEL TO SWELLS
9. No power..... **70 kts** flaps up OR **65 kts** flaps 10°
10. Cabin doors ..... UNLATCH
11. Touchdown..... LEVEL ATTITUDE
12. Face ..... CUSHION at touchdown
13. Airplane..... Evacuate by door (open window)
14. LifeVests/Raft..... CLEAR of A/C INFLATE

### ELECTRICAL FIRE IN FLIGHT

1. Master Switch..... OFF
  2. Vents/Cabin Air/Heat ..... CLOSED
  3. Fire Extinguisher ..... ACTIVATE
  4. Avionics Master Switch ..... OFF
  5. All Other Switches (except ignition) ..... OFF
- If fire is CONFIRMED OUT: ..... Ventilate Cabin
6. Vents/Cabin Air/Heat ..... OPEN (if fire is out)
- If fire is out & elec. power is necessary:
7. Master Switch..... ON
  8. Circuit Breakers ..... CHECK (Don't RESET)
  9. Radio Switches ..... OFF
  10. Avionics Master Switch ..... ON
  11. Radio/Electrical Switches ..... ON(1 at time)

### CABIN FIRE

1. Master Switch..... OFF
  2. Vents/Cabin Air/Heat ..... CLOSED(avoid draft)
  3. Fire Extinguisher ..... ACTIVATE
- If Fire is CONFIRMED OUT: ..... Ventilate Cabin
4. Vents/Cabin Air/Heat ..... OPEN (if fire is out)
  5. Land the airplane as soon as possible

### WING FIRE

1. Landing/Taxi Light Switches ..... OFF
2. Navigation Light Switch ..... OFF
3. Strobe Light Switch..... OFF
4. Pitot Heat Switch ..... OFF
5. Sideslip ..... NOSE TO SIDE WITH FIRE

### VOLTS ANNUCIATOR ILLUMINATES

1. Avionics Power Switch..... OFF
  2. ALT FLD Circuit Breaker ..... CHECK
  3. Master Switch..... OFF (both sides)
  4. Master Switch..... ON (both sides)
- If VOLTS stays off: Avionics Pwr Switch .... ON
- If VOLTS comes on: Flight ..... TERMINATE

### EXCESSIVE DISCHARGE

1. Alternator ..... OFF
2. Nonessential Electrical Equip ..... OFF
3. Flight..... LAND as soon as practical.

### AUTOPILOT or TRIM MALFUNCTION

1. Control Wheel-GRASP FIRMLY & CONTROL
2. A/P DISC/TRIM INT switch-PRESS & HOLD
3. Aircraft -- RE-TRIM manually as needed
4. Autopilot Circuit Breaker – PULL