

GROUND OPERATION PROCEDURES

Cessna 182RG

N2365C

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 Lights..... Nav/Strobe, Beacon, Land
18. Stall Warning CHECKED
19. Pitot Tube CLEAR / WARM
20. Exterior Lights All OFF, BEACON ON
21. Pitot Heat OFF
22. Master Switch OFF
23. Alternate Static DRAINED/CLOSED
24. Fuel Selector BOTH
25. Landing Gear Hydraulic fluid lvl..... CHECK
26. 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. Nose Wheel Strut and Tire CHECK
5. Nose Tie-Down REMOVE

6. Engine Cowling CHECK
7. Engine Oil Level 5-8 quarts CHECK
8. 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 Lever DOWN
9. Circuit Breakers CHECK IN

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STARTING ENGINE (With Battery)

1. Beacon ON
2. Mixture IDLE CUT OFF
3. Propeller HIGH RPM
4. Throttle OPEN 1/4"
5. Propeller area CLEAR
6. Master switch ON
7. *If engine not warm*
 - a. Aux Fuel Pump ON
 - b. Mixture ADVANCE 5 sec, IDLE CUTOFF
 - c. Aux Fuel Pump OFF
8. Ignition switch START
9. Mixture ADVANCE rich when engine fires
10. Oil pressure CHECK
11. Throttle 1000 RPM or LESS
12. Bcn, Nav, strobe lights ON, as REQ'd
13. Avionics power switch & radios ON
14. Transponder ALT
15. Flaps UP
16. EDM-711 SPECIFY FUEL
17. GPS Initial Fuel; Runway Diagram
18. ATIS/Altimeter SET
19. 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. Flight controls FREE and CORRECT
5. Flight Instruments CHECK & SET
(*Heading & Altimeter*)
6. Fuel Quantity CHECK
7. Fuel Selector Valve BOTH
8. Mixture RICH
9. Throttle 1800 RPM
 - a. Magnetos CHECK BOTH (150/50)
 - b. Alternate Air CHECK
 - c. Propeller CYCLE high-low-high 3x
 - d. Engine instruments CHECK
 - e. Ammeter CHECK
10. Throttle 1000 RPM
11. Throttle friction lock ADJUST
12. Radios, Avionics, Nav, GPS SET
13. Autopilot.. ON, OVERPOWER, DISCONNECT
14. Display Backup ON, CHECK, AUTO
15. Elevator / Rudder Trim set for TAKEOFF
16. Wing flaps AS REQ'D
17. Cowl flaps OPEN
18. Lights AS REQ'D

BEFORE TAKEOFF

1. Doors & Windows CLOSED/LOCKED
2. Fuel Quantity CHECK
3. Fuel Selector Valve BOTH
4. Elevator/Rudder Trim set for TAKEOFF
5. Cowl Flaps OPEN
6. Wing flaps as REQ'd
7. Mixture RICH
8. Propeller HIGH RPM
9. 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. Throttle 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. Aircraft Keys ON DASH
14. Master Switch OFF
15. Fuel Selector RIGHT TANK
16. Gust Lock INSTALLED
17. Pitot Cover INSTALLED
18. Wheel Chocks INSTALLED
19. Tie Downs INSTALLED
20. Tires and Aircraft INSPECTED
21. 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
 10. Fuel Selector OFF
 11. Fire Extinguisher ACTIVATE

IN-FLIGHT NORMAL PROCEDURES

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NORMAL TAKEOFF

1. Wing Flaps 0 - 20°
2. Alternate Air IN (Off)
3. Throttle FULL OPEN and 2700 RPM
4. Mixture LEAN (Max power FF card)
5. Rotate **50 kts**
6. Climb Speed 70 kts (flaps 20°)
..... 80 kts (flaps Up)
..... Vy = 88 KIAS
7. Brakes APPLY briefly when airborne
8. Landing gear RETRACT at positive climb
9. Wing Flaps RETRACT

SHORT FIELD TAKEOFF

1. Wing Flaps 20°
2. Alternate Air IN (Off)
3. Brakes APPLY
4. Throttle FULL OPEN and 2700 RPM
5. Mixture LEAN max Power FF Card
6. Brakes RELEASE
7. Elevator Control SLIGHTLY TAIL LOW
8. Climb Speed 59 kts until over obstacles
9. Landing gear RETRACT after obstacles
10. Wing flaps RETRACT after 70 kts

ENROUTE CLIMB (2,000' AGL)

1. Airspeed 90-100 KIAS
2. Throttle 25", 2500 RPM
3. Fuel selector valve BOTH
4. Mixture ... **18.5 GPH** or RICH (whichever is less)
5. Cowl flaps OPEN, as Req'd

CRUISE

1. Power 15-24.5", 21k-25k RPM (75% Max)
2. Elevator/rudder trim ADJUST
3. Cowl flaps CLOSED, as REQ'D
4. Mixture LEAN via EDM-711 to 50° ROP

DESCENT

1. Power as REQ'd
2. Mixture ENRICHEN, as REQ'd
3. Cowl flaps CLOSED
4. ATIS/Altimeter SET
5. Fuel selector valve BOTH

BEFORE LANDING

1. Seats/SeatBelt UPRIGHT, ADJUST, LOCK
2. Cowl Flaps CLOSED
3. Fuel Selector Valve BOTH
4. Landing Gear DOWN & Check (<140 kts)
5. Mixture RICH
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 2700 RPM
2. Wing Flaps RETRACT TO 20°
3. Climb speed 75 KIAS
4. Wing Flaps RETRACT after 75 KIAS
5. Cowl Flaps OPEN
6. Landing Gear AS REQ (clear of obstacles)

AFTER LANDING

1. Wing Flaps UP
2. Cowl Flaps OPEN
3. Taxi & Landing Light ON as REQ'd
4. Transponder ALT
5. Airport Diagram DISPLAYED

STOP & GO / FULL STOP TAXI BACK

1. Doors & Windows CLOSED/LOCKED
2. Fuel Quantity CHECK
3. Fuel Selector Valve BOTH
4. Elevator / Rudder Trim set for TAKEOFF
5. Cowl Flaps OPEN
6. Wing flaps as REQ'd
7. Mixture RICH
8. Propeller HIGH RPM
9. At runway Lights AS REQ'D

Vso	37	Oil (full/min)	8 / 5
Vs1	42	Fuel [use]	80[75]
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Vx	64	Weight Lnd	3100#
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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		

IN-FLIGHT EMERGENCY PROCEDURES Cessna 182RG N2365C

ENGINE FIRE IN FLIGHT

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

ENGINE FAILURE DURING FLIGHT

1. Airspeed 80 KIAS
2. Alternate Air PULL (On)
3. Fuel Selector Valve BOTH
4. Mixture RICH
5. Ignition Switch BOTH or START

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 (UP rough/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 switch PRESS & HOLD
3. Aircraft attitude MAINTAIN / REGAIN
..... AIRCRAFT CONTROL
4. Aircraft RE-TRIM manually as needed
5. Autopilot Circuit Breaker PULL