

**Cessna 182M N70574 Checklists**

**Preflight**

Control Wheel Lock	removed
Ignition switch	off
Master switch	on
Fuel gauges	check
Lights	check
Stall horn	check
Pitot heat	check
Master switch	off
AROW Documents	check
Left wing fuel sump	drain
Elevator hinge bolts	check
Rudder hinge bolts	check
Trim pushrod & bolts	check
Right wing fuel sump	drain
Right wheel, tire, brakes	check
Right flap hinge & pushrod	check
Right aileron & hinges	check
Right fuel tank & quantity	check
Right Static vent	unobstructed
Propeller and spinner	checked
Air filter/cowling	unobstructed
Oil cap	secure
<b>Oil level</b>	<b>9-12 qts</b>
Main fuel sump	drain
Nose wheel & strut	check
Left Static vent	unobstructed
Left fuel tank & quantity	check
Pitot tube	unobstructed
Fuel Overflow	unobstructed
Left aileron & hinges	check
Left flap hinge & pushrod	check
Left wheel, tire, brakes	check
Baggage door	locked

**Before Starting Engine**

Passenger briefing	complete
<i>Seatbelts, Comfort (vents, heat), Fire Extinguisher, Emergency Exit</i>	
Seats & belts	adjust & secure
Doors & Windows	latched
Parking brake	set
Avionics master switch	off

**Before Starting Engine, cont.**

Fuel selector	both
Cowl flaps	open
Elevator/rudder trim	set

**Starting Engine**

Flaps	retracted
Carb heat	cold
Throttle	cracked 1/2"
Propeller	high rpm/forward
Mixture	rich
Prime	as needed (2-4 strokes)
Propeller area	clear
Master switch	on
Rotating beacon	on
Ignition switch	start

**Don't crank for more than 10 seconds!**

Oil pressure	positive within 30 sec
Avionics master switch	on

**If Engine Over-Primed/Flooded**

Mixture	Full lean
Throttle	Full open
Starter	Crank through several revolutions
Repeat starting procedure	

**Engine Fire During Start**

Ignition	continue cranking
Throttle	full
Mixture	idle cutoff
Master switch	off
Fuel selector	off
Ignition	off
Use fire extinguisher	as needed

**Taxi**

Taxi & clearance lights	on
Parking brake	released
Brakes	test
Control position	for wind direction
Flight instruments	checked

**Cessna 182M N70574 Checklists**

**Before Take Off Run Up**

Parking brake	set
Controls	free & correct
Fuel selector	both
Cowl Flaps	recheck open
Propeller	high rpm/forward
Mixture	rich
Throttle	1700 rpm
Engine instruments	check
Magnetos	check (max drop < 125, difference < 50 rpm)
Carb heat	check
Propeller	cycle
Vacuum	5.0" hg
Throttle	idle check, then 1000 rpm
Flaps	as desired
Elevator/rudder trim	set for takeoff
Cabin doors	closed & latched
Seat belts	secure
Instruments	rechecked
Transponder	set to ALT
Parking brake	released

**Take Off & Climb**

Landing light	on
Flaps	0° - 20°
Throttle	full power
Propeller	2600 rpm
Take off roll – airspeed alive & engine instruments green	
Rotate	60 mph
Climb (flaps up)	V <sub>x</sub> = 70 mph V <sub>y</sub> = 88 mph
Flaps	retract above 200' AGL
Throttle & Prop reduced to 23" & 2450 rpm	

**Max Performance Take Off**

Flaps	20°
Brakes	held
Power	full throttle & 2600 rpm
Brakes	released
Elevator	maintain tail low attitude
Climb (clear of obstacles)	61 mph

**Engine Failure After Takeoff**

**PUSH!!** forward yoke pressure  
**Airspeed (no flaps)** **69 mph**  
 Mixture idle cut off  
 Fuel selector off  
 Master switch off  
 Flaps 40° recommended  
 Ignition switch off

**Don't turn back!!**

**Cruise**

Power	15 to 23 inches
Propeller	2200 - 2450 rpm
Cowl Flaps	closed
Mixture	lean carefully
Trim	adjust

**Engine Failure During Flight**

**Fly the airplane!!!**  
**Airspeed** **80 mph**  
 Carb heat on  
 Fuel selector both  
 Mixture rich  
 Ignition switch both  
 Primer in & locked  
**Cabin doors propped open**  
**Prepare for off-field landing**

**Engine Fire in Flight**

**Fly the airplane; maneuver to land immediately!!!**  
**Mixture** **idle cutoff**  
**Fuel selector** **off**  
**Master switch** **off**  
**Cabin heat/air** **off**  
**Airspeed** **120 mph**  
**Cabin doors propped open**  
**Prepare for off-field landing**

# Cessna 182M N70574 Checklists

## Electrical Fire in Flight

**Fly the airplane!!!**

**Master switch** off

**All electrical equip** off

**Avionics** off

**Vents/Cabin heat** closed/off

Use fire extinguisher if needed

Ventilate cabin

Circuit breakers checked

**Land as soon as possible**

## Descent

Mixture enrich

Propeller high rpm/forward

Cowl Flaps closed

Power as needed

Carb heat as needed

## Before Landing

Fuel selector both

Mixture rich

Propeller high rpm/forward

Cowl flaps closed

Carb heat apply

Landing lights on

Seat belts secure

Airspeed (flaps up) 80 – 90 mph

Airspeed ( " extended) 70 – 80 mph

Trim adjust

## Balked Landing

Throttle full

Carb heat cold

Wing flaps 20°

Airspeed 70 mph

Wing flaps retract slowly

## After Landing

*(clear of the runway)*

Flaps retract

Carb heat cold

## After Landing, cont.

Cowl flaps open

Transponder standby

Trim set for take off

Landing light off

Taxi light as required

## Shut Down & Securing Aircraft

Avionics off

Lights all off

Throttle 1000 rpm

Mixture idle cut-off

Ignition switch off

Master switch off

Brakes set

Aircraft refueled, cleaned and hangared

Control lock and tie downs when parking outside

## Important Information

Vr 60 mph

Vx (with flaps) 61 mph

Vx (without flaps) 70 mph

Vy (at sea level) 88 mph

Va (at gross wt) 128 mph

Vfe (10°) 160 mph

Vfe (10-40°) 110 mph

Best Glide 80 mph

Gross weight 2800#

Empty weight 1748#

Useful load 1052#

Moment Arm 61362#/'

Fuel Capacity (usable) 79 gal

Tire Pressures Mains 32 psi

Nose 50 psi

## Phone numbers:

Joan Johnson 503-559-4593

Al Gray 503-932-9374

Salem Tower 503-581-3571

Salem Air Fuel 503-364-4158

Flight Service 800-992-7433

Portland FSDO 503-615-3200

*Property of:*

# Valley Flyers

*Just Plane Fun*

**If Found, please call 503-559-4593, or**

**Email: [info@valleyflyers.org](mailto:info@valleyflyers.org)**

**Mailing Address: 885 Lancaster Drive SE,**

**Suite D**

**Salem, OR 97317**