



PREFLIGHT INSPECTION

① CABIN

1. Pilot's Operating Handbook.....IN AIRPLANE
2. Pitot Tube Cover.....REMOVE
3. AROW Documents/Maintenance Log.....CHECK
4. Emergency Equipment.....CHECK
5. Landing Gear Lever.....DOWN
6. Control Wheel Lock.....REMOVE
7. Ignition Switch.....OFF
6. Master Switch.....ON
7. Fuel Quantity.....CHECKED
8. Landing Gear Indicator (**GREEN**).....ILLUMINATED
9. Avionics Master Switch.....ON/FAN ON/OFF
10. Fuel Selector Valve.....BOTH
11. Alt. Static Selector.....OFF
12. Pitot Heat.....CHECK
13. Stall Warning.....CHECK
14. Master Switch.....OFF
15. Elevator Trim.....SET

② EMPENAGE

1. Baggage Door.....CHECK
2. Rudder Gust Lock.....REMOVED
3. Autopilot Static Source.....CHECK
4. Tie-Down.....DISCONNECT
5. Control Surfaces.....CHECK
6. Trim Tab.....CHECK
7. Antennas.....CHECK

③ RIGHT WING

1. Flap.....CHECK
2. Aileron.....CHECK
3. Fuel Tank Vent Opening.....CHECK OPENING
4. Tie-Down.....DISCONNECT
5. Main Wheel Tire.....CHECK
6. Fuel Tank Sumps.....DRAIN
7. Fuel Quantity/Caps.....CHECK/SECURE

④ NOSE

1. Static Source Opening (both sides).....CHECK
2. Propeller and Spinner.....CHECK
3. Landing/Taxi Lights.....CHECK
4. Air Filter.....CHECK
5. Nose Wheel Strut and Tire.....CHECK
6. Engine Oil (6-7 Qts).....CHECK
7. Engine Cooling Inlets.....CHECK/CLEAR
8. Fuel Sump..... DRAIN

⑤ LEFT WING

1. Main Wheel Tire.....CHECK
2. Fuel Tank Sumps.....DRAIN
3. Fuel Quantity/Caps.....CHECK/SECURE
4. Pitot Tube.....CHECK
5. Fuel Tank Vent.....CHECK
6. Tie-Down.....DISCONNECT
7. Aileron.....CHECK
8. Flap.....CHECK

BEFORE ENGINE START

1. Preflight Inspection.....COMPLETE
2. Passenger Briefing.....COMPLETE
3. Seats and Seat Belts.....SET
4. Brakes.....TEST
5. Cowl Flaps.....OPEN
6. Landing Gear lever.....DOWN
5. Circuit Breakers.....CHECK IN
6. Electrical Equipment.....OFF
7. Avionics Master.....OFF
8. Fuel Selector Valve.....BOTH
9. Mixture.....RICH
10. Propeller.....HIGH RPM
11. Carb heat.....COLD
12. Throttle...PUMP (1-6 times), then open 1/4 inch
13. Master Switch.....ON
14. Beacon.....ON
15. Propeller Area.....CLEAR



FLIGHT SCHOOL
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AFTER START

1. Oil Pressure/Engine Instruments.....CHECK
2. Mixture.....LEAN
3. Flaps.....CHECK/UP
4. Avionics Master.....ON
5. ATIS/ASOS.....ACQUIRED

BEFORE TAKE OFF

1. Flight Controls.....FREE/CORRECT
2. Fuel Quantity.....()CHECK
3. Flight Instruments.....CHECK/SET
4. Mixture.....RICH
5. Fuel Selector Valve.....CHECK/BOTH
6. Auxiliary Fuel pump.....ON (check rise in Pressure) then OFF
7. Trim.....SET
8. Run-up (1700 RPM)
 - Magnetos (175 Max Drop/50Diferencial).....CHECK
 - Suction Gauge.....CHECK
 - Engine Instruments and Ammeter.....CHECK
 - Propeller.....CHECK
 - Carb Heat.....CHECK
 - Idle.....CHECK
 - Suction Gauge.....CHECK
8. Throttle800-1000 RPM
9. Electric Trim/Autopilot.....TEST
10. Flaps.....SET
11. Departure/Emerg. Briefing.....COMPLETE

RUNWAY ITEMS

1. Heading Indicator.....SET
2. Altitude XPDR.....SET
3. Lights.....SET
4. Fuel.....MIX FULL RICH
5. Time.....RECORD

TAKEOFF

1. Wings Flaps.....0⁰- 20⁰
2. Carburetor Heat.....COLD
3. Power.....Full Throttle and 2400 RPM
4. Elevator Control.....LIFT NOSE WHEEL at 50 KIAS
5. Climb Speed 70 KIAS (flaps 20⁰)
 80 KIAS (flaps UP)
6. Brakes.....APPLY momentarily when airborne
7. Landing Gear.....RETRACT in climb out
8. Wings Flaps.....RETRACT

CLIMB

1. Airspeed.....90-100 KIAS
2. Throttle.....23 INCHES Hg at 2400 RPM
3. Fuel Selector Valve.....BOTH
4. Mixture.....RICH (May lean above 3000 FT.)
5. Cowl Flaps.....OPEN as required

CRUISE

1. Power (15-23"Hg)(2100-2400rpm(<75%)).....SET
2. Elevator and Rudder Trim.....ADJUST
3. Mixture (Peak-100°).....LEAN
4. Engine Instruments.....CHECK
5. Cowl Flaps.....CLOSE

DESCENT

1. ATIS/ASOS.....ACQUIRE
2. Altimeter.....() SET
3. Fuel Selector.....BOTH
4. Power.....(manifold in green arc).....AS DESIRED
5. Carb Heat.....AS REQUIRED
6. Mixture.....SET
7. Cowl Flaps.....CLOSED
8. Wing Flaps.....AS DESIRED
0⁰-10⁰ below 140, 10⁰-40⁰ below 95KIAS)
9. Approach Briefing.....COMPLETE

BEFORE LANDING

1. Seats and Belts.....Adjusted and Locked
2. Fuel Selector.....Both
3. Landing Gear Down.....(GREEN Lite).....Below 140 KIAS
4. Mixture.....RICH
5. Propeller.....(GUMP).....HIGH RPM
6. Carb Heat.....ON
7. Autopilot.....OFF
8. Lights.....SET
9. Flaps.....SET

AFTER LANDING

1. Lights.....SET
2. Flaps.....UP
3. Carb Heat.....COLD
4. Cowl Flaps.....OPEN
5. Mixture.....LEAN

SHUTDOWN

1. Avionics Master.....OFF
2. Lights OFF.....OFF
3. Mixture.....CUTOFF
4. Ignition.....OFF
5. Master Switch.....OFF

SECURING

1. Control Lock.....INSTALL
2. Fuel Selector Valve.....LEFT OR RIGHT
3. Pitot Cover.....INSTALL
4. Chocks.....LEFT MAIN
5. Tie-Downs.....SET
6. Paperwork/Flight Plan.....COMPLETE/CLOSED



ENGINE FAILURE DURING TAKEOFF ROLL

- 1. Throttle.....IDLE
- 2. Brakes.....APPLY
- 3. Flaps.....RETRACT
- 4. Mixture.....CUTOFF
- 5. IgnitionOFF
- 6. Master Switch.....OFF

ENGINE FAILURE DURING CLIMB

- 1. Airspeed...70 KIAS (Flaps UP) 65 KIAS (Flaps Down)
- 2. Mixture.....CUTOFF
- 3. Fuel Shutoff Valve.....OFF
- 4. IgnitionOFF
- 5. Flaps.....AS REQUIRED
- 6. Master Switch.....OFF
- 7. Cabin Door.....UNLATCH
- 8. Land.....STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT

- 1. Airspeed.....80 KIAS
- 2. Fuel Selector Valve.....BOTH
- 3. Mixture.....RICH
- 5. Ignition.....BOTH (START if propeller is stopped)
- 6. Primer.....IN and LOCKED

EMERGENCY LANDING WITHOUT ENGINE POWER

- 1. Passenger Seat Backs...MOST UPRIGHT POSSITION
- 2. Seats and Seat Belts.....SECURE
- 3. Airspeed.....70 (Flaps Up) 65 (Down) KIAS
- 4. Mixture.....CUTOFF
- 5. Fuel Shutoff Valve.....OFF
- 6. Ignition Switch.....OFF
- 7. Landing Gear.....DOWN
- 8. Wing Flaps.....40°
- 9. Doors.....UNLATCHED PRIOR TO TOUCH DOWN
- 10. Master Switch.....OFF when landing assured
- 11. Touch down.....SLIGHTLY TAIL LOW
- 12. BRAKES.....APPLY HEAVY

FIRES

DURING START ON GROUND

- 1. Cranking -- CONTINUE, to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine.

If engine starts:

- 2. Power1700 RPM for a few minutes.
- 3. Engine.....SHUTDOWN and inspect for damage.

If engine fails to start:

- 4. Throttle.....FULL OPEN
- 5. Mixture.....IDLE CUT-OFF
- 6. Cranking.....CONTINUE
- 7. Fire Extinguisher..... OBTAIN
- 8. Engine..... SECURE
 - a. Master Switch.....OFF
 - b. Ignition SwitchOFF
 - c. Fuel Selector Valve..... OFF
- 9. Fire.....EXTINGUISH using fire extinguisher, wool blanket, or dirt.
- 10. Fire Damage.....INSPECT, repair damage or replace damaged components or wiring before conducting another flight.

ENGINE FIRE IN FLIGHT

- 1. Mixture.....CUT OFF
- 2. Fuel Shutoff Valve.....OFF
- 3. Master Switch.....OFF
- 4. Cabin Heat and Air.....OFF
- 6. Airspeed.....100 KIAS
- 7. Forced Landing.....EXCECUTE

ELECTRICAL FIRE IN FLIGHT

- 1. Master Switch.....OFF
- 2. Avionics power Switch.....OFF
- 3. All other switches (except ignition switch).....OFF
- 4. Vents, Cabin Air, Heat.....CLOSED
- 5. Fire Extinguisher.....ACTIVATE
- 6. If fire is

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Passenger Seat Back MOST UPRIGHT POSSITION
2. Seats and Seat Belts.....SECURE
3. Airspeed.....65 KIAS
4. Flaps.....20°
5. Selected Field.....FLY OVER
6. Electrical Switches.....OFF
7. Landing Gear.....DOWN
8. Flaps.....40° (on final approach)
8. Airspeed.....65 KIAS
9. Doors.....UNLATCH
10. Avionics & Master Switch.....OFF
11. Touchdown.....SLIGHTLY TAIL LOW
12. Ignition Switch.....OFF
13. BRAKES.....APPLY HEAVY

LOW VOLTAGE ANNUNCIATOR (VOLTS) DURING FLIGHT

May occur during low RPM, Annunciator will go out at higher RPM

1. Avionics Master.....OFF
2. Alternator Circuit Breaker (ALT FLD).....CHECK IN
3. Master Switch.....OFF (both sides)
4. Master Switch.....ON
5. Low Voltage Annunciator (VOLTS)....CHECK OFF
6. Avionics Master.....ON
If low voltage illuminates again:
7. Alternator.....OFF
8. Nonessential Radio and Electrical Equipment.....OFF
9. Flight.....TERMINATE as soon as practical

DITCHING

1. Radio.....TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQWAK 7700
2. Heavy Objects (in baggage area)...SECURE OR
JETTISON
3. Passenger Seat Backs..MOST UPRIGHT POSSITION
4. Seats and Seat Belts.....SECURE
5. Landing gear.....UP
6. Flaps.....20°/40°
7. Power.....ESTABLISH 300ft/min Descent@60KIAS
8. Approach...High Winds, Heavy Seas....INTO WIND
Light Winds PARALLEL TO SWELLS

Note:

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° flaps.

9. Cabin Doors.....UNLATCH
10. Touchdown..... LEVEL ATTITUDE
11. Face.....CUSHION
12. ELT.....ACTIVATE
13. Airplane.....EVACUATE

If necessary open window to flood cabin to equalize pressure so doors can be opened.

14. Life Vests and Raft....INFLATE WHEN CLEAR OF
AIRPLANE

AMMETER – EXCESSIVE RATE OF CHARGE

1. Alternator.....OFF
2. Nonessential Radio/Electrical Equipment.... OFF.
3. Flight.....TERMINATE as soon as practical.



FLIGHT SCHOOL
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LANDING GEAR MALFUNCTION PROCEDURES

LANDING GEAR FAILS TO RETRACT

1. Master Switch.....ON
2. Landing Gear Lever..... Check (level full Up)
3. Landing Gear and Gear Pump Circuit Breakers IN
4. Gear Up Light.....CHECK
5. Landing GearRECYCLE
6. Gear Motor.....CHECK operation (ammeter and noise).

LANDING GEAR FAILS TO EXTEND

1. Master Switch.....ON
2. Landing Gear Lever.....DOWN
3. Landing Gear and Gear Pump Circuit Breakers..IN
4. Emergency Hand Pump.....EXTEND HANDLE & PUMP
(until resistance becomes heavy – About 20 cycles)
5. Gear Locked Light.....ON
6. Gear Unsafe Light.....OFF
7. Pump Handle.....STOW

GEAR UP LANDING

1. Landing Gear Lever.....UP
2. Landing Gear and Gear Pump Circuit Breakers..IN
3. Runway.....SELECT longest hard surface or smooth sod runway available.
4. Flaps.....40° (on final approach)
5. Airspeed.....65KIAS
6. Doors.....UNLATCH
7. Avionics Power and Master Switches.....OFF
when landing is assured
8. Touchdown.....SLIGHTLY TAIL LOW
9. Mixture.....CUT-OFF
10. Ignition Switch.....OFF
11. Fuel Selector Valve.....OFF
12. Airplane.....EVACUATE

LANDING WITHOUT POSITIVE INDICATION OF GEAR LOCKING

1. Before Landing Check.....COMPLETE
2. Approach.....NORMAL (full flaps)
3. Landing Gear & Gear Pump Circuit Breakers.....IN
4. Landing.....TAIL LOW as smoothly as possible
5. Braking.....MINIMUM necessary
6. Taxi.....SLOWLY
7. Engine.....Shut Down before inspecting gear

LANDING WITH A FLAT NOSE TIRE

1. Moveable load.....TRANSFER to baggage area
2. Passenger.....Move to rear seats
3. Before landing checklistCOMPLETE
4. Runway.....HARD SURFACE or SMOOTH SOD
5. Wing Flaps.....40°
6. Cabin Doors.....UNLATCH PRIOR TO TOUCHDOWN
7. Avionics Power & Master Switches.....OFF
8. Land.....SLIGHTLY TAIL LOW
9. Mixture.....IDLE CUT-OFF
10. Ignition Switch.....OFF
11. Fuel Selector Valve.....OFF
12. Elevator Control...HOLD NOSE OFF GROUND as long as possible
13. Airplane.....EVACUATE as soon as it stops

LANDING WITH A FLAT MAIN TIRE

1. Approach.....NORMAL
2. Flaps.....30°
3. Touch Down.....GOOD MAIN TIRE FIRST, hold airplane off flat tire as long as possible with aileron control
4. Directional Control.....MAINTAIN