

Cessna

Model

TR182

PILOT'S CHECKLIST

NORMAL PROCEDURES

BEFORE STARTING ENGINE

1. Preflight Inspection -- COMPLETE.
2. Seats, Seat Belts, Shoulder Harnesses -- ADJUST and LOCK.
3. Fuel Selector Valve -- BOTH.
4. Avionics Power Switch, Autopilot (if installed), Electrical Equipment -- OFF.

CAUTION

The avionics power switch must be OFF during engine start to prevent possible damage to avionics.

5. Brakes -- TEST and SET.
6. Cowl Flaps -- OPEN (move lever out of locking hole to reposition).
7. Landing Gear Lever -- DOWN
8. Circuit Breakers -- CHECK IN.

STARTING ENGINE

1. Mixture -- RICH.
2. Propeller -- HIGH RPM.
3. Carburetor Heat -- COLD.
4. Throttle -- CLOSED.

NOTE

The carburetor does not have an accelerator pump; therefore, pumping of the throttle must be avoided during starting because doing so will only cause excessive leaning.

5. Prime -- AS REQUIRED (2 to 4 strokes in cold weather).
6. Master Switch -- ON.
7. Auxiliary Fuel Pump -- ON (check for rise in fuel pressure), then OFF.
8. Propeller Area -- CLEAR.
9. Ignition Switch -- START (release when engine starts).

(Cont.)

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NORMAL PROCEDURES

STARTING ENGINE (Cont.)

NOTE

If engine does not start after 5 seconds of cranking in warm weather, crack throttle 1/8 inch and crank again.

10. Oil Pressure -- CHECK.
11. Flashing Beacon and Navigation Lights -- ON as required.
12. Avionics Power Switch -- ON.
13. Radios -- ON.

BEFORE TAKEOFF

1. Cabin Doors and Windows -- CLOSED and LOCKED.
2. Parking Brake -- SET.
3. Seats, Seat Belts, Shoulder Harnesses -- SECURE.
4. Flight Controls -- FREE and CORRECT.
5. Flight Instruments -- SET.
6. Fuel Selector Valve -- BOTH.
7. Mixture -- RICH.

NOTE

In flight, gravity feed will normally supply satisfactory fuel flow if the engine-driven fuel pump should fail. However, if a fuel pump failure in flight causes the fuel pressure to drop below 3.0 PSI, use the auxiliary fuel pump to assure proper engine operation.

8. Elevator and Rudder Trim -- TAKEOFF.
9. Throttle -- 1700 RPM.
 - a. Magnetos -- CHECK (RPM drop should not exceed 175 RPM on either magneto or 50 RPM differential between magnetos).
 - b. Propeller -- CYCLE from high to low RPM; return to high RPM (full in).
 - c. Carburetor Heat -- CHECK (for RPM drop and indication on carburetor temperature gage).
 - d. Engine Instruments and Ammeter -- CHECK.
 - e. Suction Gage -- CHECK.
10. Throttle -- 800-1000 RPM.
11. Radios -- SET.

(Cont.)

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NORMAL PROCEDURES

BEFORE TAKEOFF (Cont.)

12. Electric Trim (if installed) -- PREFLIGHT TEST (See Section 9 of Pilot's Operating Handbook).
13. Autopilot (if installed) -- PREFLIGHT TEST (See Section 9 of Pilot's Operating Handbook), then OFF.
14. Air Conditioner (if installed) -- OFF.
15. Strobe Lights (if installed) -- AS DESIRED.
16. Throttle Friction Lock -- ADJUST.
17. Parking Brake -- RELEASE.

TAKEOFF

NORMAL TAKEOFF

1. Wing Flaps -- 0° - 20°.
2. Carburetor Heat -- COLD.
3. Power -- 31 INCHES Hg (Maximum) and 2400 RPM.

NOTE

To avoid overboosting the engine, do not use full throttle for takeoff.

4. Mixture -- FULL RICH.
5. Elevator Control -- LIFT NOSE WHEEL AT 55 KIAS.

NOTE

When the nose wheel is lifted, the gear motor may run 1-2 seconds to restore hydraulic pressure.

6. Climb Speed -- 70 KIAS (flaps 20°).
80 KIAS (flaps UP).
7. Brakes -- APPLY momentarily when airborne.
8. Landing Gear -- RETRACT in climb out.
9. Wing Flaps -- RETRACT.

SHORT FIELD TAKEOFF

1. Wing Flaps -- 20°.
 2. Carburetor Heat -- COLD.
 3. Brakes -- APPLY.
 4. Power -- 31 INCHES Hg (Maximum) and 2400 RPM.
- (Cont.)

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NORMAL PROCEDURES

SHORT FIELD TAKEOFF (Cont.)

NOTE

To avoid overboosting the engine, do not use full throttle for takeoff.

5. Mixture -- FULL RICH.
6. Brakes -- RELEASE.
7. Elevator Control -- MAINTAIN SLIGHTLY TAIL-LOW ATTITUDE.
8. Climb Speed -- 60 KIAS until all obstacles are cleared.
9. Landing Gear -- RETRACT after obstacles are cleared.
10. Wing Flaps -- RETRACT slowly after reaching 70 KIAS.

ENROUTE CLIMB

NORMAL CLIMB

1. Airspeed -- 90-100 KIAS.
2. Power -- 25 INCHES Hg and 2400 RPM.
3. Fuel Selector Valve -- BOTH.
4. Mixture -- FULL RICH.
5. Cowl Flaps -- OPEN as required.

MAXIMUM PERFORMANCE CLIMB

1. Airspeed -- 90 KIAS at sea level to 87 KIAS at 20,000 feet.
2. Power -- 31 INCHES Hg and 2400 RPM.
3. Fuel Selector Valve -- BOTH.
4. Mixture -- FULL RICH.
5. Cowl Flaps -- FULL OPEN.

CRUISE

1. Power -- 17-25 INCHES Hg, 2100-2400 RPM.
2. Elevator and Rudder Trim -- ADJUST.
3. Mixture -- LEAN.
4. Cowl Flaps -- CLOSED.

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NORMAL PROCEDURES

DESCENT

1. Fuel Selector Valve -- BOTH.
2. Power -- AS DESIRED.
3. Carburetor Heat -- AS REQUIRED to prevent carburetor icing.
4. Mixture -- LEAN for smoothness.
5. Cowl Flaps -- CLOSED.
6. Wing Flaps -- AS DESIRED (0° - 10° below 140 KIAS, 10° - 40° below 95 KIAS).

NOTE

The landing gear may be used below 140 KIAS to increase the rate of descent.

BEFORE LANDING

1. Seats, Seat Belts, Shoulder Harnesses -- ADJUST and LOCK.
2. Fuel Selector Valve -- BOTH.
3. Landing Gear -- DOWN (below 140 KIAS).
4. Landing Gear -- CHECK (observe main gear down and green indicator light illuminated).
5. Mixture -- RICH.
6. Carburetor Heat -- ON (apply full heat before reducing power).
7. Propeller -- HIGH RPM.
8. Autopilot (if installed) -- OFF.
9. Air Conditioner (if installed) -- OFF.

LANDING

NORMAL LANDING

1. Airspeed -- 70-80 KIAS (flaps UP).
2. Wing Flaps -- AS DESIRED (0° - 10° below 140 KIAS, 10° - 40° below 95 KIAS).
3. Airspeed -- 65-75 KIAS (flaps DOWN).
4. Trim -- ADJUST.
5. Touchdown -- MAIN WHEELS FIRST.
6. Landing Roll -- LOWER NOSE WHEEL GENTLY.
7. Braking -- MINIMUM REQUIRED.

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NORMAL PROCEDURES

SHORT FIELD LANDING

1. Airspeed -- 70-80 KIAS (flaps UP).
2. Wing Flaps -- 40° (below 95 KIAS).
3. Airspeed -- MAINTAIN 66 KIAS.
4. Trim -- ADJUST.
5. Power -- REDUCE to idle as obstacle is cleared.
6. Touchdown -- MAIN WHEELS FIRST.
7. Brakes -- APPLY HEAVILY.
8. Wing Flaps -- RETRACT for maximum brake effectiveness.

BALKED LANDING

1. Power -- 31 INCHES Hg and 2400 RPM.
2. Wing Flaps -- RETRACT to 20°.
3. Climb Speed -- 70 KIAS until all obstacles are cleared.
4. Wing Flaps -- RETRACT slowly.
5. Cowl Flaps -- OPEN.
6. Manifold Pressure -- REDUCE TO 25 INCHES Hg.
7. Carburetor Heat -- COLD.
8. Power -- READJUST as desired.

AFTER LANDING

1. Wing Flaps -- UP.
2. Carburetor Heat -- COLD.
3. Cowl Flaps -- OPEN.

SECURING AIRPLANE

1. Parking Brake -- SET.
2. Throttle -- IDLE.
3. Avionics Power Switch, Electrical Equipment -- OFF.
4. Mixture -- IDLE CUT-OFF (pulled full out).
5. Ignition Switch -- OFF.
6. Master Switch -- OFF.
7. Control Lock -- INSTALL.
8. Fuel Selector Valve -- RIGHT or LEFT to prevent crossfeeding.