Cessna — CheckMate® — 182 P

INITIAL

Weather & Den.Alt.
Weight & Balance
Performance Req.
Flight Plan – File
Papers – A.R.O.W.
Fuel – Both
Control Lock
Master – On
Flaps – Extend
Pitot Heat – Test
Stall Indicator – Test
Lights – Int. / Ext.
Fuel Gauges – True
Master – Off

EXTERIOR SUMMARY
After Geographical Check

Fuel Quantity
Fuel Quality
Caps/Drains/Vents
Engine / Oil / Belt
Prop / Air Intake
Exhaust System
Surfaces & Controls
Pitot & Static Ports
Gear / Tires / Brakes
Antennas
Ties / Chocks
Baggage Door
Final Walk Around

INTERIOR

Passenger Brief
Hobbs / Tach Time
Circuit Breakers
Alternate Static
Brakes – Pedal Test

START

Seat Track/Back–Lock
Avionics – Off
Autopilot – Off
AC – Off
Carb Heat – Off
Cowl Flaps – Open
Beacon – On
Mixture – Full Rich
Prop – High RPM
Throttle – Slight
Prime
Brakes
Prop – Clear
Master – On
Mags – Start
Oil Pressure
Lights – As Req.
Mixture – As Req.

PRE-TAXI / TAXI

Seat Belts / Harness
Flaps – Up
Heat / Vent / Defrost
Avionics - On / Set
XPDR – STBY
ATIS / AWOS
Altimeter – Set
Radio – Test
Taxi Light – As Req.
Brakes – Test
Attitude Indic.–Test
Turn Coord. – Test
H.I. / Compass – Test

RUN-UP

Brakes – Set
Fuel – Both
Trim – Takeoff
Flight Controls
Instruments
Mixture – Best Power
Primer – In & Lock

1700 RPM
Mags (*R&L*) – Test
Prop – Cycle
Carb Heat – Test
Vacuum
Amps / Volts
Oil Pressure
Oil Temperature
Idle – Check Closed
Throttle Friction

PRE-TAKEOFF

Flaps – 0°- 20°
Prop – High RPM
Mixture – Best Power
Carb Heat-Off *Or As Req.*
Pitot Heat – As Req.
H.I. To Compass
AC – Off
Doors / Windows
XPDR – Alt + Sqwk
Landing Light – On
Strobes – On
Time – Note
Brakes – Release

Abort Plan - Ready!

TAKEOFF

Full Throttle
2600 RPM *(Max)*
Manifold Pressure
Oil Pressure
Rotate * **52** ***(60)***
Vy – **77** ***(89)***
Flaps – Up

CLIMB

87-96 ***(100-110)***
Throttle – 23" MP
Prop – 2450 RPM
Mixture – As Req.
Cowl Flaps–As Req.
Instruments
Taxi / Land Light – Off
Flight Plan – Open

CRUISE

Throttle
Prop
Mixture
Cowl Flaps – Close
Instruments
H.I. To Compass

DESCENT

Throttle – MP As Req.
Mixture – Richen
Fuel – Both
Carb Heat–As Req.
Cowl Flaps – Close
ATIS / AWOS
Altimeter – Set
Instruments
H.I. To Compass

PRE-LANDING

Landing Light – On
Autopilot – Off
AC – Off
Seat Belts / Harness
Mixture – Best Power
Carb Heat – On
Fuel – Both
Flaps – As Req.

LANDING

Flaps – 40° *Or As Req.*
Prop – High RPM
Speed * **70** ***(80)***

G.U.M.P.F.S.

GO AROUND
Power – Full
Carb Heat – Off
Positive Rate Climb
Flaps – Retract Slowly
Cowl Flaps – Open

AFTER LANDING

Flaps – Up
Carb Heat – Off
Cowl Flaps – Open
Strobes – Off
Landing Light – Off
Taxi Light – As Req.
Pitot Heat – Off
Mixture – As Req.
Trim – Takeoff
XPDR – STBY

SECURING

ELT – Verify Silent
Avionics – Off
AC – Off
Mixture – Full Lean
Mags – Off
Master – Off
Fuel – Left or Right
Cowl Flaps – Closed
Lights – Off
Hobbs / Tach Time
Control Lock
Chocks
Tie Downs
Pitot Cover
Baggage Door
Cabin Doors

Close Flight Plan

* *Adjust Speed As Needed For Conditions*

Vr • Rotation Speed – **52** ***(60)***
Vx • Best Angle Climb – **61** ***(70)***
Vy • Best Rate Climb – **77** ***(89)***

Vs_0 • Stall with flaps – **50** ***(57)***
Vs • Stall w/o flaps – **56** ***(64)***
Best Glide *(2000 lbs)* – **58** ***(67)***
Best Glide *(Full Gross)* – **70** ***(81)***

Va • Max Abrupt Ctrl *(2000 lbs)* – **90** ***(104)***
Va • Max Abrupt *(Full Gross)* – **109** ***(126)***
Vno • Max Structural Cruise – **139** ***(160)***
Vne • Never Exceed – **172** ***(198)***

Vfe • 10° Flaps – **139** ***(160)***
Vfe • Full Flaps – **96** ***(110)***
X Wind • Max Demo'd – **15** ***(17)***

	KNOTS *(MPH)*	FLAPS °	– NOTES –
DEPARTURE			
Rotation *	**52** ***(60)***	0	*Short Field: 20° Flaps -* **55** *(63) Until Clear Obstacle*
Best Angle Climb	**61** ***(70)***	0	*Soft Field: 20° Flaps*
Best Rate Climb	**77** ***(89)***	0	
CRUISE *(TAS -7,500')*			
Economy	**121** ***(139)***	0	19" MP – 2200 RPM – 10 2 GPH – 54%
Normal	**129** ***(149)***	0	20" MP – 2300 RPM – 11.6 GPH – 62%
Maximum	**136** ***(157)***	0	21" MP – 2450 RPM – 13.1 GPH – 71%
ARRIVAL			
Approach	**70-78** ***(81-90)***	10-20	17" MP *(Initially)*
Short Final *	**61-70** ***(70-81)***	30-40	Prop – High RPM

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Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max.Gross Wt., No Wind, "Best Economy", Wheel Pants, New Engine. ( ) = *MPH.*

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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 ELA = 12

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
BEST GLIDE – 70 KIAS *(81 MPH)* *(Full Gross Weight)*
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN
MASTER & MAGS – OFF *(Unlatch Doors)*

POWER LOSS IN FLIGHT

BEST GLIDE – 70 KIAS *(81 MPH)* *(Full Gross Weight)*
CARB HEAT – ON *(Also Supplies Alternate Air)*
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
MIXTURE – FULL RICH
FUEL SELECTOR – CHECK / SWITCH / BOTH *(Note Gauges)*
FUEL PRIMER – LOCKED *(Try Re-Priming)*
MAGNETOS – CHECK ALL
MASTER – ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
PROP – LOW RPM *(Full Aft)*
SQUAWK 7700
DECLARE EMERGENCY *(TWR, APP, Unicom, 121.5)*
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
SEATBELTS / HARNESS
FLAPS – AS NEEDED *(Full Flaps When Field Assured)*
MASTER & MAGS – OFF
UNLATCH DOORS
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER OFF *(Mags On)*
CABIN HEAT & AIR – OFF
IF FIRE OUT – MASTER ON ONLY IF CRITICAL *(Vents – Open)*
THEN ONE ESSENTIAL ELECRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
MASTER – OFF
CABIN HEAT & AIR – OFF *(Except Overhead Vents)*
INCREASE AIRSPEED TO EXTINGUISH - LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START – MIXTURE IDLE CUTOFF & FUEL SELECTOR OFF
THROTTLE FULL OPEN
CONTINUE CRANKING ENGINE A FEW SECONDS
MASTER & MAGS – OFF
EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT – ON
CARB HEAT – ON OR AS REQUIRED
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE & PROP SPEED
FLAPS – NOT RECOMMENDED FOR LANDING
LAND FASTER – 70-78 KIAS *(80-90 MPH)*

OTHER

AMMETER w/EXCESS RATE OF CHARGE: Alternator – Off, Pull C.B. / Nonessential Electric – Off / Terminate Flight A.S.A.P.

LOW VOLTAGE: Avionics Power Switch – Off / Alt. C.B. - In / Master – Off, *then*, Master – On / Ck. Volt Lt. Off / Avionics – On If Illuminates Again: Alt. & Electric – Off / Terminate Flight A.S.A.P.

RADIO OUT: Check Circuit Breakers & VOLUME
Recycle Alternator Switch
If IFR & Still Out, Set XPDR To 7600.
(Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 – 122.8 – 122.95 – 123.0 – 123.05
MULTICOM: 122.9 *(CTAF)*, 122.75, 122.85 *(Air To Air)*
FLIGHT WATCH: 122.0

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* *Every Plane Has A Different Empty Weight And Useful Load*
Cessna 182P (Continental: O-470-R or S, 230HP)

* **Empty Weight:** _____ LBS *(Specific Plane Weight)*
* **Max. Useful Load:** _____ LBS *(Including Fuel @ 6 lbs/gal)*
Max. Baggage Area: 200 LBS *(Included In Useful Load)*
Max. T.O. Weight: 2950 LBS

Fuel Type: 100 LL *(Blue)* / 100 *(Green)* 80/87
Usable Fuel: 60 Gallons *(79 L.R. Tanks)*
Oil Capacity: 12 Quarts *(Minimum 9)*
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 49 PSI / Main - 42 PSI

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