# 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. EDM-711 ..... SPECIFY FUEL
15. Transponder ..... ALT
16. Flaps ..... UP
17. ATIS/Altimeter ..... SET
18. GMX200 ..... SET BARO
19. Taxi Lights ..... ON as REQ'd
20. Airport Diagram ..... DISPLAYED

## 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. Suction Gage ..... CHECK
   f. Ammeter ..... CHECK
10. Throttle ..... 1000 RPM
11. Throttle friction lock ..... ADJUST
12. Radios, Avionics, Nav, GPS ..... SET
13. Autopilot ..... TEST, DISCONNECT
14. Elevator / Rudder Trim ..... set for TAKEOFF
15. Wing flaps ..... AS REQ'D
16. Cowl flaps ..... OPEN
17. 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. WindowShade/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 — Cessna 182RG — N2365C

## 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

Noise abatement @ 500': ..... **25", 2100rpm**

## 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

| | | | |
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# 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(avoids 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 ..... RE-TRIM manually as needed
4. Autopilot Circuit Breaker ..... PULL