

ONE

Cessna 182 Normal Takeoff

ONE

Before Starting

1. Preflight Inspection -- **COMPLETE**
2. Seats, Belts, Shoulders Harness -- **ADJUST and LOCK.**
3. Fuel Selector Valve -- **BOTH**
4. Avionics Power Switch, Electrical Equipment & Auto Pilot -- **OFF.**

**** Caution ****Avionics Power Switch **MUST BE OFF** During Engine Start to Prevent Possible Damage to the Avionics.

5. Brakes -- **TEST AND SET**
6. Cowl Flaps -- **OPEN** (Move lever out of locking hole to reposition).
7. Circuit Breakers -- **IN**

Starting Engine

1. Mixture -- **FULL RICH**
2. Propeller -- **High RPM**
3. Carburetor Heat -- **COLD**
4. Throttle -- **OPEN 1/2 INCH**
5. Prime -- **AS REQUIRED**
6. Master Switch -- **ON**
7. Propeller Area -- **CLEAR**
8. Ignition Switch -- **START** (release when engine starts).

NOTE: *If Engine Has Been Overprimed, Start With Throttle 1/4 to 1/2 Open. Reduce Throttle to Idle When Engine Starts.*

9. Oil Pressure -- **CHECK**

Before Takeoff

1. Cabin Doors and Windows -- **CLOSED and LOCKED**
2. Parking Brake -- **SET**
3. Flight Controls -- **FREE AND CORRECT**
4. Flight Instruments -- **SET** -- Radios, Transponder, Altimeter, Gages in the green.
5. Fuel Selector Valve -- **BOTH**
6. Mixture -- **FULL RICH**
7. Elevator and Rudder Trim -- **TAKEOFF**
8. Throttle -- **1700 RPM**
 - A. Magnetos -- **CHECK** (RPM drop should not exceed 150 RPM on either magneto or 50 RPM Differential between magnetos).
 - B. Propeller -- **CYCLE** from high to low, Return to HIGH RPM (full in).
 - C. Carburetor Heat -- **CHECK** (for RPM drop)
 - D. Engine Instruments and Ammeter -- **CHECK.**
 - E. Suction Gage -- **CHECK** Reduce Throttle
9. Avionics Switch -- **ON**
10. Radios -- **SET**
11. Autopilot (if installed) -- **OFF**
12. Flashing Beacon, Navigation Lights and/or Strobe Lights -- **ON**
as required
13. Throttle Friction Lock -- **ADJUST**
14. Parking Brake -- **RELEASED**

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Normal Takeoff

1. Wing Flaps-- 0*~ 20*
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 20*)
80 KIAS (Flaps up)

Short Field Takeoff

1. Wing Flaps-- 20*
2. Carburetor Heat-- COLD
3. Brakes-- APPLIED
4. Power-- FULL THROTTLE and 2400 RPM
5. Brakes-- RELEASE
6. Elevator Control-- MAINTAIN SLIGHTLY TAIL LOW ATTITUDE
7. Climb Speed-- 57 KIAS (until obstacles are cleared)
8. Wing Flaps-- RETRACT Slowly after reaching 70 KIAS

Normal Climb

1. Airspeed -- 85 - 95 KIAS
2. Power -- 23 INCHES Hg and 2400 RPM
3. Fuel Selector Valve -- BOTH
4. Mixture -- FULL RICH (mixture may be leaned above 5000 feet)
5. Cowl Flaps -- OPEN as required

Max. Performance Climb

1. Airspeed -- 78 KIAS @ Sea level to 72 KIAS at 10,000 feet
2. Power -- FULL THROTTLE and 2400 RPM
3. Fuel Selector Valve -- Both
4. Mixture -- FULL RICH (Mixture may be leaned above 5000 feet)
5. Cowl Flaps -- FULL OPEN

Normal Cruise

1. Power-- 15~23 INCHES Hg, 2100~2400 (no more than 75% Power)
2. Elevator and Rudder Trim -- ADJUST
3. Mixture -- LEAN AS REQUIRED
4. Cowl Flaps -- CLOSED

Power Settings

Altitude	75% POWER		65% POWER		55% POWER	
	RPM / MP	KTAS	RPM / MP	KTAS	RPM / MP	KTAS
4000 Ft.	24 / 22	139	22 / 22	131	21 / 20	121
6000 Ft.	24 / 22	143	22 / 21	133	21 / 19	121
8000 Ft.	24 / 21	144	22 / 20	135	21 / 19	125
10,000 Ft.	24 / 20	143	22 / 20	137	21 / 19	128
12,000 Ft.	24 / 18	140	22 / 18	129	21 / 16	114

Standard Conditions

Zero Wind