

CESSNA 182M

(1969)

AVTECH TOTAL RECALL®

V _{so}	55MPH
V _r	60MPH
V _{s1}	64MPH
V _x	70MPH
BEST GLIDE	(GROSS) 80MPH
V _y	(84MPH@10,000') (SL) 88MPH
V _{fe}	(10°@160MPH) 110MPH
V _a	(GROSS) 128MPH
V _{no}	160MPH
V _{ne}	193MPH

*MANEUVERING SPEED DECREASES AS AIRCRAFT WEIGHT DECREASES !

POWER PLANT DATA

CONTINENTAL	O-470
MAXIMUM GROSS WEIGHT	2800LBS
FUEL CONSUMPTION	12GPH

APPROACH SPEEDS

FLAPS UP	80-90MPH
FLAPS DOWN	70-80MPH

PRE-FLIGHT COCKPIT INSPECTION

DOCUMENTS	(ARROW) ON BOARD
MASTER SWITCH	ON
FUEL QUANTITY	(GAUGES) CHECK
FLAPS	DOWN
MASTER SWITCH	OFF
CONTROL LOCK	REMOVE

EXTERIOR INSPECTION

RIGHT WING	CHECK
(CONTROL SURFACES,FUEL QTY./SUMP DRAIN)	
RIGHT MAIN GEAR	CHECK
(STRUT,BOLTS,BRAKE LINES,TIRE COND.)	
ENGINE COMPARTMENT	CHECK
(FUEL STRAIN,OIL QTY./LEAKS,NESTS, BELT)	
NOSE GEAR(STRUT,TIRE,NUTS,BOLTS) ..	CHECK
PROPELLER	(NICK,DENTS,TIGHTNESS,ETC)
LEFT WING	CHECK
(CONTROL SURFACES,PITOT,FUEL QTY./SUMP)	
LEFT MAIN GEAR	CHECK
(STRUT,BOLTS,BRAKE LINES,TIRE COND.)	
FUSELAGE LEFT SIDE ...	(CONDITION) CHECK
TAIL SECTION(COND.HINGES,ETC.)	CHECK
FUSELAGE RIGHT SIDE	(COND) CHECK

BEFORE STARTING CHECKLIST

PARKING BRAKE	SET
SEATS / SEAT BELTS	SECURE
ELECTRICAL EQUIPMENT	OFF
CIRCUIT BREAKERS	IN
FUEL SELECTOR	FULLEST TANK / BOTH
MASTER SWITCH	ON
FLAPS	UP
AREA	CLEAR

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ENGINE STARTING CHECKLIST

COWL FLAPS	OPEN
MIXTURE / PROPELLER	RICH / FWD
CARBURETOR HEAT	COLD / OFF
PRIME	AS REQUIRED
PRIMER	IN / LOCKED
THROTTLE	1 / 2" OPEN
AREA	CLEAR
MAGNETOS / STARTER	ON / ENGAGE
THROTTLE	ADJUST 800-1000RPM
BEACON	ON
OIL PRESSURE	CHECK
BRAKES	CHECK BEFORE TAXI
LIGHTS AS REQUIRED / AVIONICS SWITCH/S ON	

BEFORE TAKE-OFF CHECKLIST

COWL FLAPS	OPEN
PARKING BRAKE	SET
DOORS / WINDOWS	CLOSED / LOCKED
FLIGHT CONTROLS	CHECK
FLIGHT INSTRUMENTS	CHECK / SET
(D.G., ALT.(BAR.PRESS), ATT.IND.,RADIO,ETC.)	
MIXTURE	AS REQUIRED / RICH
THROTTLE	1700RPM
MAGNETOS	CHECK
(MAXIMUM DROP 125RPM / MAXIMUM DIFF. 50RPM)	
PROPELLER	CYCLE / FORWARD
CARBURETOR HEAT	CHECK / COLD
AMMETER(POSITIVE CHARGE)	CHECK
VACUUM	CHECK
THROTTLE	IDLE
ENGINE INSTRUMENTS	GREEN
TRIM	SET
CLOCK / TIME OFF	SET / LOG

NORMAL TAKE-OFF

FLAPS / CARB.HEAT	UP / COLD
MIXTURE / PROPELLER	AS REQ. / FWD
THROTTLE	MAXIMUM POWER
ROTATE	60MPH
CLIMB SPEED	(SL) 90-120MPH

SHORT FIELD TAKE-OFF

FLAPS / CARB.HEAT	20° / COLD
BRAKES	APPLY FULL
MIXTURE / PROPELLER	AS REQ. / FWD
THROTTLE	MAXIMUM POWER
BRAKES	RELEASE
ROTATE	55-60MPH
CLIMB SPEED(BEST ANGLE)	(SL) 61MPH
(OBST. CLEARED) FLAPS / UP	90-120MPH

CRUISE CHECKLIST

POWER / PROPELLER	AS REQUIRED
MIXTURE	(FUEL FLOW) ADJUST
TRIM	SET
COWL FLAPS	AS REQUIRED / CLOSED

DESCENT CHECKLIST

FLIGHT INSTRUMENTS SET
MIXTURE ADJUST
POWER AS REQUIRED
CARBURETOR HEAT AS REQUIRED / ON
FUEL SELECTOR FULLEST TANK / BOTH
RADIOS SET

(SET DESCENT SPEED TO ALLOW FOR TURBULENCE)

OBTAIN ATIS OR CURRENT AIRPORT WEATHER

*PLAN A DESCENT RATE THAT WILL BE
COMFORTABLE FOR YOUR PASSENGERS !*

BEFORE LANDING CHECKLIST

SEATS / SEAT BELTS SECURE
FUEL SELECTOR FULLEST TANK / BOTH
CARBURETOR HEAT ON
MIXTURE RICH / AS REQUIRED
PROPELLER FORWARD

NORMAL LANDING

APPROACH SPEED (F/UP) 80-90MPH
APPROACH SPEED (F/DN) 70-80MPH

SHORT FIELD LANDING

APPROACH SPEED 69MPH
FLAPS FULL
THROTTLE IDLE
(AFTER CLEARING ALL OBSTACLES)
TOUCHDOWN BRAKES FIRM
FLAPS RETRACT

BALKED LANDING PROCEDURES

THROTTLE / PROPELLER FULL / FWD
CARBURETOR HEAT COLD / OFF
POSITIVE RATE OF CLIMB CHECK
FLAPS 20° / (SL) 70MPH
POSITIVE RATE OF CLIMB CHECK
COWL FLAPS OPEN
(AFTER CLEARING ALL OBSTACLES) .. (F/UP)

AFTER LANDING CHECKLIST

CLEAR OF RUNWAY THEN
FLAPS UP
CARBURETOR HEAT COLD / OFF
COWL FLAPS OPEN
TRANSPONDER STANDBY
CONTACT GROUND CONTROL / AIRPORT TRAFFIC

SHUT DOWN CHECKLIST

ELECTRICAL EQUIPMENT OFF
MIXTURE IDLE-CUTOFF
MAGNETOS OFF
MASTER SWITCH OFF
CONTROL LOCK INSTALL
AIRCRAFT SECURE / TIE DOWN

ENGINE FAILURE TAKE-OFF ROLL

THROTTLE CLOSED
BRAKES APPLY FULL
FLAPS RETRACT
MIXTURE IDLE-CUTOFF
MAGNETOS OFF
MASTER SWITCH OFF

ENGINE FAILURE AT TAKE-OFF

AIRSPEED (FLAPS UP) 80-90MPH
..... (FLAPS DOWN) 70-80MPH
MIXTURE IDLE-CUTOFF
FUEL SELECTOR OFF
MAGNETOS OFF
FLAPS AS REQUIRED
MASTER SWITCH OFF
DOOR(S) AJAR

ENGINE FAILURE IN FLIGHT

TRIM FOR BEST GLIDE 80MPH
PICK SUITABLE LANDING SITE
FLY TOWARD LANDING SITE
CARBURETOR HEAT ON
MIXTURE RICH
FUEL SELECTOR .. FULLEST TANK / BOTH / OTHER
MAGNETOS ON / BOTH
IF NO RESTART OR AN OFF AIRPORT LANDING
BECOMES NECESSARY: 121.5 MAYDAY MAYDAY
MIX, MAGS, MASTER, FUEL SELECTOR OFF
SEATS / SEAT BELTS SECURE
SHARP OBJECTS STOW
DOORS AJAR
(OPEN DOORS SLIGHTLY JUST BEFORE TOUCHDOWN)

ENGINE FIRE DURING START UP

CRANKING CONTINUE

IF ENGINE STARTS :

THROTTLE 1800RPM
ENGINE SHUTDOWN
ENGINE INSPECT

IF ENGINE FAILS TO RESTART:

THROTTLE FULL OPEN
MIXTURE IDLE-CUTOFF
CRANKING CONTINUE
FIRE EXTINGUISHER OBTAIN/ARM
ENGINE SECURE
MAGNETOS OFF
MASTER SWITCH OFF
FUEL SELECTOR OFF

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EMERGENCY PROCEDURES

1969 Cessna 182M N71355

Bold-faced type are immediate action items which should be committed to memory.

Engine Failure During Takeoff Roll

1. **Throttle** **Idle**
2. **Brakes**..... **Apply**
3. Flaps.....Retract
4. Mixture..... Idle Cut Off
5. Ignition Switch..... Off
6. Master Switch Off

Engine Failure Immediately After Takeoff

1. **Airspeed**.....
80 Mph IAS (Flaps Up)
75 Mph IAS (Flaps Down)
2. Mixture Idle Cut Off
3. Fuel Selector Off
4. Ignition Off
5. FlapsAs Required (40° Recommended)
6. Master Switch..... Off

Engine Failure During Flight (Restart)

1. **Airspeed**..... **80 Mph IAS**
2. **Carb Heat** **On**
3. **Fuel Selector**..... **Both**
4. Mixture Rich
5. IgnitionBoth (or START if propeller is stopped)
6. Primer In & Locked

Forced Landing w/o Engine Power

1. Airspeed 80 Mph IAS (Flaps Up)
75 Mph IAS (Flaps Down)
2. MixtureIdle Cut Off
3. Fuel Selector.....Off
4. Ignition Off
5. Flaps.....As Required (40° Recommended)
6. Master Switch Off
7. DoorsUnlatch
8. Touchdown Slightly Tail Low
9. Brakes Apply Heavily

Precautionary Landing With Engine Power

1. Airspeed 75 Mph IAS
2. Wing Flaps..... 20°
3. Select Field Perform Fly Over Inspection
4. Electrical SwitchesOff
5. Flaps.....40° on Final Approach
6. Airspeed 75 Mph IAS
7. Avionics & Master Switches . Off
8. DoorsUnlatched Prior To Touchdown
9. Touchdown Slightly Tail Low
10. Ignition SwitchOff
11. Brakes Apply Heavily

Engine Fire During Start

1. **Continue Cranking Engine**
2. If Engine Starts:Power 1700 RPM for a few minutes
3. EngineShutdown and Inspect If Engine Fails to Start:
4. **Throttle** **Full Open**
5. **Mixture**..... **Idle Cut Off**
6. **Cranking** **Continue**
7. **Fire Extinguisher** **Obtain**
8. **Master/Ignition/Fuel**..... **Off**
9. **Fire**.....**Extinguish**

10. Fire Damage Inspect

Engine Fire in Flight

1. **Mixture**.....**Idle Cut Off**
2. **Fuel Selector****Off**
3. Master SwitchOff
4. Cabin Heat & Air Off (Except Overhead Vents)
5. Airspeed 115 Mph IAS (If fire is not extinguished, increase glide speed to find an airspeed, which will provide an incombustible mixture.)
6. Forced Landing w/o Engine Power Execute

Electrical Fire in Flight

1. **Master Switch**
..... **Off (Leave Ignition On)**
2. **Avionics Power Switch**.....**Off**
3. **All Other Switches (Except Ignition)**.....**Off**
4. **Vents/Cabin Air/Heat** .**Closed**
5. **Fire Extinguisher** **Activate**

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

If fire is extinguished & electrical power is req.

6. Master Switch On
7. Circuit Breakers Check for Faulty circuit (Do Not Reset)
8. Radio Switches Off
9. Avionics Power Switch...On
10. Radio/Electrical Switches on one at a time w/ delay after each to locate short.

11. Vent cabin when assured fire is extinguished

Cabin Fire

1. **Master Switch**Off (Leave Ignition On)
2. **Vents/Cabin Air/Heat**..**Closed**
3. **Fire Extinguisher****Activate**

Warning
After discharging an extinguisher within a closed cabin, ventilate the cabin.

4. Land .. As soon as possible and inspect damage

Wing Fire

1. **Navigation Lights** **Off**
2. **Strobe Lights** **Off**
3. **Pitot Heat** **Off**
4. **Landing/Taxi Lights** **Off**

Note

Sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.

Icing

1. **Pitot Heat..... On**
2. **Turn back or change altitude** to obtain an outside air temp that is less conducive to icing.
3. **Pull cabin heat control to full and rotate defroster control clockwise** to obtain maximum defroster airflow.
4. Increase Engine Speed to minimize ice build-up on propeller blades
5. Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss of manifold pressure could be caused by carburetor ice or air intake filter ice. Lean the mixture if carb heat is used continuously.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and if practical scrape ice from a portion of the windshield for visibility in landing approach.

10. Perform landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 90 to 100 Mph IAS depending upon the amount of accumulation.
12. Perform a landing in level attitude.

Ditching

1. Radio Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
 2. Heavy Objects Secure or Jettison.
 3. Flaps 20° to 40°
 4. Power Est. a 300 FPM descent at 70 Mph IAS.
 5. Approach
High winds, heavy seas Into the Wind.
Light winds, heavy swells Parallel to swells.
- Note
- If no power is available, approach at 80 Mph IAS with flaps up or at 75 Mph IAS with 10° flaps
6. Cabin Doors Unlatch
 7. Touchdown Level attitude at established descent rate.
 8. Face Cushion at touchdown with folded coat.
 9. Airplane Evacuate through Cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
 10. Life vests and raft Inflate

Airspeeds for Emergency Operations

Engine Failure After Takeoff:
Wing Flaps Up -- 70 KIAS
Wing Flaps Down -- 65 KIAS

Maneuvering Speed:
2950 Lbs -- 111 KIAS
2450 Lbs -- 100 KIAS
1950 Lbs -- 89 KIAS

Maximum Glide: -- 70 KIAS

Precautionary Landing With
Engine Power -- 65 KIAS

Landing Without Engine Power:
Wing Flaps Up -- 70 KIAS
Wing Flaps Down -- 65 KIAS

**For all other
Emergency
Abnormal
Procedures.
See the
POH
Section 3.**

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

I certify this checklist has been reviewed for accuracy.

Wing Director of Maintenance _____ Date _____