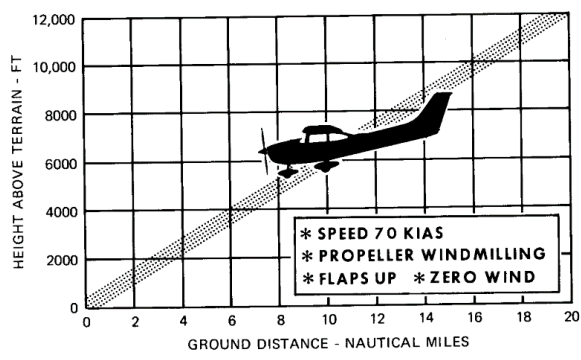


PRESTART	BEFORE TAKE OFF AT RUNUP BAY
Control wheel lock.....REMOVE Ignition switch.....OFF Master switch.....ON Fuel quantity indicators....CHECK QUANTITY Master switch.....OFF Fuel selector valve.....BOTH Baggage door Check for security lock with Key Pre-FlightCompleted as per POH Maintenance release.....checked and signed Flight times.....Recorded Flight controlsfree and correct Seats, belts, Shoulder Harnesses....ADJUST Fuel Valve.....BOTH Passenger.....BRIEF (S.A.F.E.T.Y) Radios, Autopilot, electrical equipment....OFF BrakesTest and SET Cowl FlapsOPEN (Move Lever out of locking hole to reposition) Circuit Breakers.....CHECK IN <p style="text-align: center;">STARTING ENGINE</p> Mixture.....RICH Propellor.....HIGH RPM Carburettor.....COLD Throttle.....OPEN ½ INCH PrimeAS REQUIRED Master switch.....ON Beacon lights.....ON Check area visually....."CLEAR PROP!" Ignition Starter.....START	<ul style="list-style-type: none"> • Cabin Doors windows.....CLOSED • Elevator & Rudder TrimTAKEOFF • Flight instruments.....SET • HDG/TRK.....Set to runway QDM • Radios.....SET • AutopilotOFF • Fuel Selector.....BOTH • Parking Brake.....SET • Mixture..... • Check area all clear behind • OIL PRESSGREEN CHECK • Throttle.....1700 RPM • Magnetos check RPM drop.....L/R <ul style="list-style-type: none"> ○ (150 Max drop 50 max Differential) • Propellor cycle high to low return to high rpm • Carburettor heatCHECK RPM DROP • Engine instruments and ammeter.....CHECK • Suction guage.....CHECK • Throttle.....check idle then 1000 rpm • Throttle friction lock.....ADJUST • Wing flaps set.....0° - 20° • Flight controlsfree and correct • Pre take off safety brief.....COMPLETE
	BEFORE ENTERING RUNWAY
	<ul style="list-style-type: none"> • F.....Fuel selected BOTH / Flaps set • L..... All Lights on • A..... Altimeter baro set correct • R..Radio Freq correct / Radar transponder on • E.....Engine T's & P's / Exits locked
AFTERSTART	AFTER TAKEOFF
Oil pressure...Within 30 sec CHECK NORMAL If no indication shut off and investigate <ul style="list-style-type: none"> • Throttle.....1000 RPM • Volts / Amps.....Positive • Avionics switch.....ON • Flaps.....UP • Intercom / RADIO....CHECK VOLUME • Transponder check.....1200 • Altimeter BARO.....SET 	<ul style="list-style-type: none"> • 300 Ft flaps up • Temperature and pressure check
	BEFORE LANDING
	<ul style="list-style-type: none"> • B – Brakes checked pressure park brake off • U – Undercarriage down • M - Magnetos • P- Prop SET high RPM • F – Fuel sufficient / on both • I – Instruments Green range • S – Switches (as required) • C – Carburettor heat on / Cowl flaps closed • H – Hatches, seatbelts, and harnesses secure
PRE-TAXI CHECK	AFTER LANDING CLEAR OF THE RUNWAY
<ul style="list-style-type: none"> • DISCUSS: <ul style="list-style-type: none"> ○ Taxi plan runway and route ○ THREATS ○ ERRORS ○ DEPARTURE PLAN AND NOTAMS • RADIO CHECK / TAXI CALL...GIVEN • Move and check brakes 	<ul style="list-style-type: none"> • Toe Brakes.....Hold • Clear of runway..... radio call • Identify flapsand select up • Cowl Flap.....open • NAV / landing lights..... off
	SHUTDOWN / SECURING
	<ul style="list-style-type: none"> • Throttleidle • Avionics.....off • Mixture.....IDLE CUT OFF • Ignition switchoff key removed • MASTER SWITCH.....OFF • FUEL SELECTOR.....RIGHT TANK

AIRSPEEDS	EMERGENCY LANDING WITHOUT POWER
<ul style="list-style-type: none"> • BEST GLIDE.....70 Kts • STALL CLEAN49 Kts • STALL WITH FLAP.....43 Kts • Va(Maneuvering)...2950 Lbs...110 kias 2450 Lbs...100 kias 1950 Lbs....89 kias • Vne (Never exceed).....176 kias • Vmax Crosswind Demonstrated..15 Kts • Vfe..... 10°.....140 kias 10°-40°.....95 kias • Vmax window open.....176 kias 	 <p style="text-align: center; font-size: small;">Figure 3-1. Maximum Glide</p>

TAKE OFF SAFETY BRIEF	ENGINE FIRE INFLIGHT
<p>If anything should happen prior to lift off I WILL close the throttle apply brakes and stop. If I have an engine failure after lift off with sufficient runway remaining I WILL close the throttle, lower the nose and land straight ahead. With insufficient runway remaining I WILL Close the throttle pick an area 15-20° either side of the nose and make an off field landing. If I have an engine failure above 700 ft I will consider a return to land on the opposite runway.</p>	<ul style="list-style-type: none"> • MIXTURE-----IDLE CUT OFF • FUEL SELECTOR-----OFF • MASTER SWITCH-----OFF • CABIN HEAT AND AIR-----OFF (EXCEPT OVERHEAD VENTS) • AIRSPEED 100 KIAS (If fire is not extinguished, increase the glide speed to find and airspeed which will provide an incombustible mixture) • FORCED LANDING -----EXECUTE

ENGINE FAILURE DURING TAKE OFF	PRECAUTIONARY LANDING WITH POWER
<ul style="list-style-type: none"> • <i>THROTTLE IDLE / CLOSED</i> • <i>BRAKES APPLY</i> • <i>WING FLAPS RETRACT</i> • <i>MIXTURE.....IDLE CUT OFF</i> • <i>IGNITION SWITCHOFF</i> 	<ul style="list-style-type: none"> • WING FLAPS..... 20° • AIRSPEED.....65 KIAS • SELECTED FIELD.....FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed. • RADIO AND ELECTRICAL SWITCHES OFF • WING FLAPS 40° (ON FINAL APPROACH) • FINAL APPROACH SPEED..... 65 KIAS • MASTER SWITCH..... OFF • DOORS ..UNLATCH PRIOR TO TOUCHDOWN • TOUCHDOWN.....SLIGHTY TAIL LOW • IGNITION SWITHCES.....OFF • BRAKES.....APPLY HEAVILY
ENGINE FAILURE AFTER TAKEOFF	EMERGENCY LANDING WITHOUT POWER
<ul style="list-style-type: none"> • <i>FLY THE AIRCRAFT AIRSPEED;</i> <i>70 KIAS (flaps up)</i> <i>65 KIAS (flaps down)</i> • <i>MIXTUREIDLE CUT OFF</i> <i>IF time permits:</i> • <i>FUEL SELECTOR VALVEOFF</i> • <i>IGNITION SWITCH..... OFF</i> • <i>WING FLAPS AS REQUIRED.....40°</i> • <i>MASTER SWITCH..... OFF</i> 	<ul style="list-style-type: none"> • <i>FLY THE AIRCRAFT AIRSPEED;</i> <i>70 KIAS (flaps up)</i> <i>65 KIAS (flaps down)</i> • <i>MIXTUREIDLE CUT OFF</i> <i>IF time permits:</i> • <i>FUEL SELECTOR VALVEOFF</i> • <i>IGNITION SWITCH..... OFF</i> • <i>WING FLAPS AS REQUIRED.....40°</i> • <i>MASTER SWITCH..... OFF</i> • DOORS UNLATCH PRIOR TO TOUCHDOWN • TOUCHDOWNSLIGHTLY TAIL LOW • BRAKES.....APPLY HEAVILY

EMERGENCY LANDING WITHOUT POWER	DITCHING
<ul style="list-style-type: none"> • <i>FLY THE AIRCRAFT AIRSPEED;</i> <i>70 KIAS (flaps up)</i> <i>65 KIAS (flaps down)</i> • <i>MIXTUREIDLE CUT OFF</i> <i>IF time permits:</i> • <i>FUEL SELECTOR VALVEOFF</i> • <i>IGNITION SWITCH..... OFF</i> • <i>WING FLAPS AS REQUIRED.....40°</i> • <i>MASTER SWITCH..... OFF</i> • DOORS UNLATCH PRIOR TO TOUCHDOWN • TOUCHDOWNSLIGHTLY TAIL LOW • BRAKES.....APPLY HEAVILY 	<ul style="list-style-type: none"> • TRANSMIT MAYDAY SQUAWK 7700 • HEAVY OBJECTS (IN BAGGAGE AREA).. SECURE OR JETTISON • WING FLAPS 20° OR 40° • POWER 300 FT/MIN DESC AT 60 KIAS • APPROACH—HIGH WIND, HEAVY SEA—INTO WINDS • LIGHT WINDS, HEAVY SWELLS – PARALLEL TO SWELLS. • CABIN DOORS—UNLATCH • TOUCHDOWN LEVEL ATTITUDE • FACE – CUSHION AT TOUCHDOWN • EVACUATE THROUGH CABIN DOORS ONCE CLEAR INFLATE LIFE VESTS

6-10

CESSNA 182P VH-PSA	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight (lbs.)	Moment (lb.-ins. /1000)	Weight (lbs.)	Moment (lb.-ins. /1000)
1. Basic Empty Weight (Use the data pertaining to your airplane as it is presently equipped. Includes unusable fuel and full oil)	1772	63.3	1862.4	63.6
2. Usable Fuel (At 6 Lbs./Gal.) Standard Tanks (56 Gal. Maximum)	336	16.1		
Long Range Tanks (75 Gal. Maximum)				
3. Pilot and Front Passenger (Sta. 32 to 50)	340	12.6		
4. Second Row Passengers	340	25.2		
Cargo Replacing Second Row Seats (Station 65 to 82)				
5. Baggage (Area "A") or Passenger on Child's Seat (Station 82 to 108) 120 Lbs. Maximum	120	11.6		
6. Baggage - Aft (Area "B") and Hatshelf (Station 108 to 136) 80 Lbs. Maximum	42	4.8		
7. TOTAL WEIGHT AND MOMENT	2950	133.6		
8. Locate this point (2950 at 133.6) on the Center of Gravity Moment Envelope, and since this point falls within the envelope, the loading is acceptable.				

SECTION 6
WEIGHT & BALANCE/
EQUIPMENT LIST

CESSNA
MODEL 182P

SECTION 6
WEIGHT & BALANCE/
EQUIPMENT LIST

CESSNA em
MODEL 182P

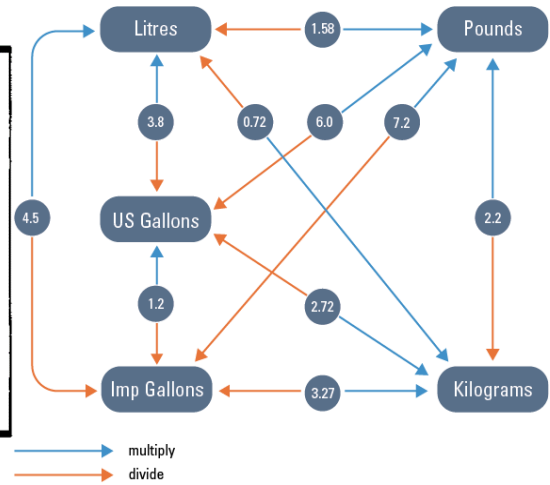
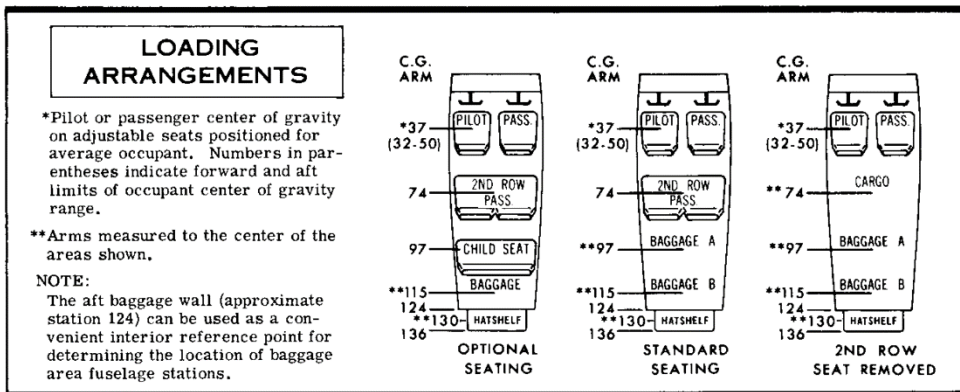


Figure 6-3. Loading Arrangements

Passenger manifest (CASR 135.090; 133.080)					
Name		Dept.		Dest	
Name		Dept.		Dest	
Name		Dept.		Dest	
Name		Dept.		Dest	
Name		Dept.		Dest	
Name		Dept.		Dest	
Name		Dept.		Dest	

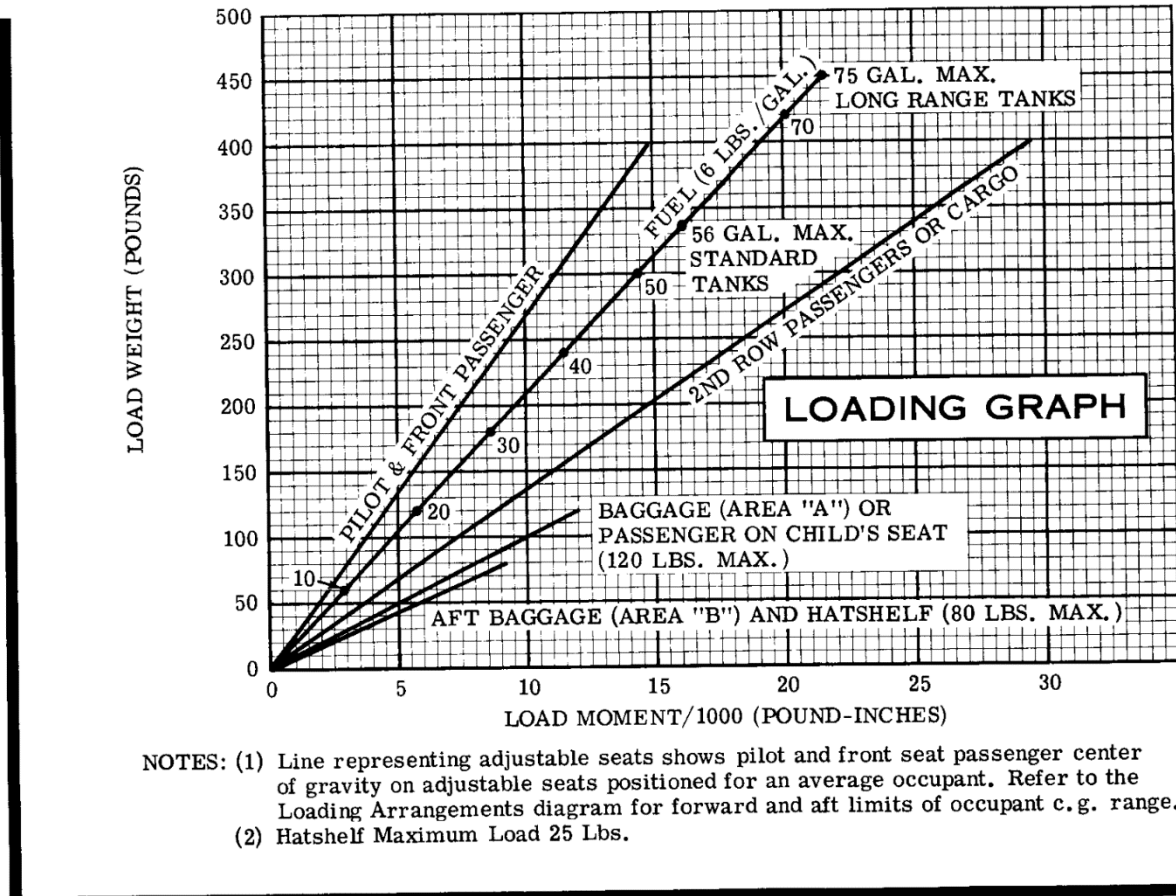


Figure 6-6. Loading Graph

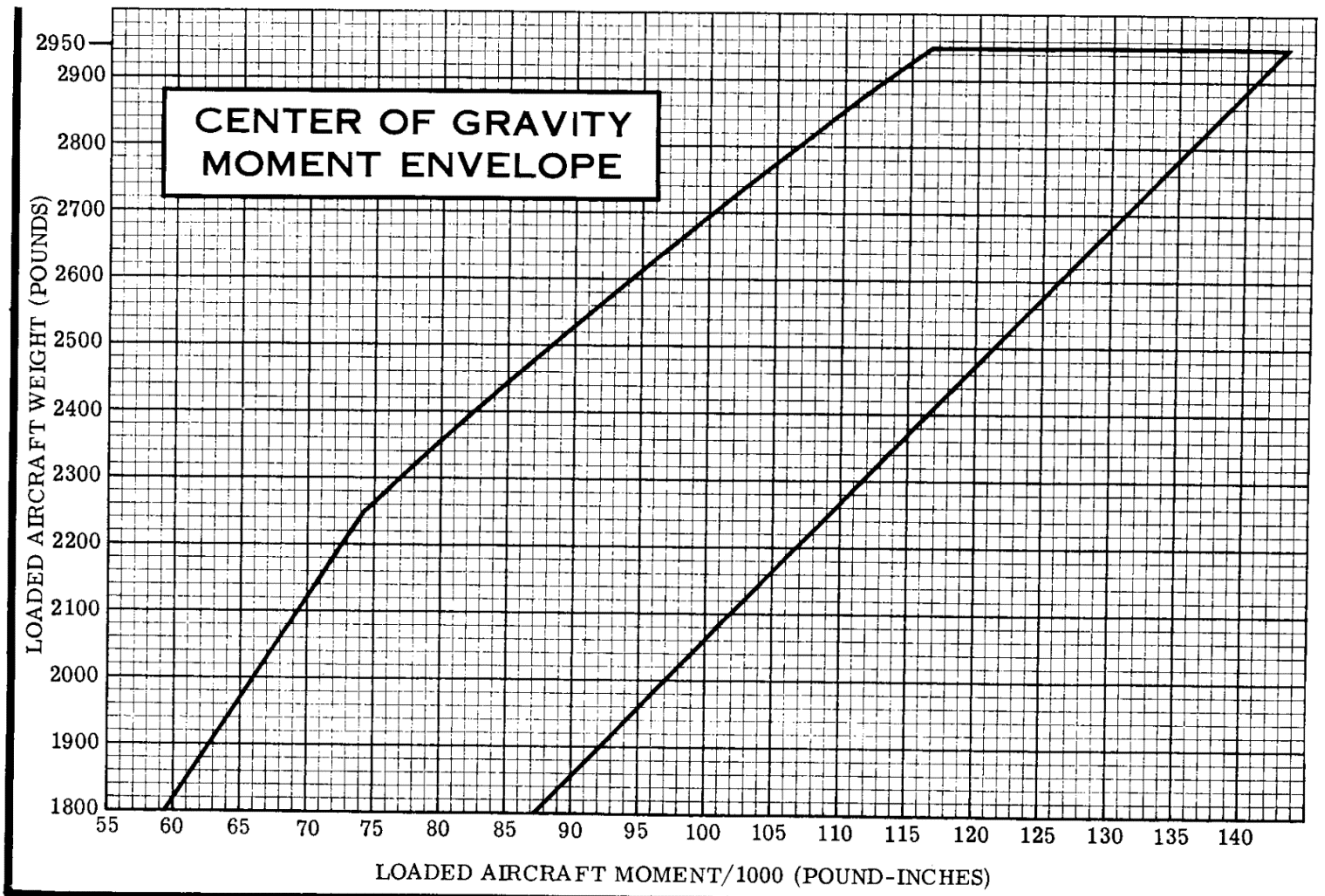


Figure 6-7. Center of Gravity Moment Envelope