Cessna 182T Profiles

TRAFFIC PATTERNS (Verify pattern altitude)

Start your first climbing turn within 300' of pattern altitude

Enter 45 degree angle to the downwind leg

Depart the traffic pattern straight-out, or make a 45 degree turn to the left (or right, if right traffic pattern.)

NORMAL APPROACHES AND LANDINGS

Abeam Numbers 14” MAP, 10 Degrees Flaps, Trim, 90 KIAS

Turn Base 20 Degrees Flaps 80 KIAS

Turn Final Full Flaps 70 KIAS

Cowl Flaps OPEN

Mix Full Forward or AS REQUIRED

Prop Full Forward

Pitch Controls Airspeed, Power Controls Altitude

Maintain Airspeed Within 5 Kts.

SHORT FIELD LANDING

Abeam Numbers 14”MAP, 10 Degrees Flaps, Trim 80 KIAS

Turn Base 20 Degrees Flaps 70 KIAS

Turn Final Full Flaps 60 KIAS

Cowl Flaps OPEN

Mix Full Forward or AS REQUIRED

Prop Full Forward

Pitch Controls Airspeed, Power Controls Altitude

Maintain Airspeed Within 5 Kts.

Touchdown within 200 feet. Apply brakes & retract flaps.

FORWARD SLIPS TO LANDING (No Crosswind)

Full Right Rudder

Opposite Aileron To Maintain Ground Track

Maintain Approach Speed Within 5 Kts.

SIDE SLIPS TO LANDING (Crosswind)

Enough Right (Or Left) Rudder To Line Up With Runway

Opposite Aileron To Control Drift

Maintain Approach Speed Within 5 Kts.

SOFT FIELD LANDING

Consider Wind, Surface and Obstructions

Abeam Numbers 14” MAP, 10 Degrees Flaps, Trim 85 KIAS

Turn Base 20 Degrees Flaps 75 KIAS

Turn Final Full Flaps 65 KIAS

Cowl Flaps OPEN

Mix Full Forward or AS REQUIRED

Prop Full Forward

Pitch Controls Airspeed, Power Controls Altitude

Maintain Airspeed Within 10 Kts.

Add 1-3” MAP Just Before Touchdown

Apply Full Back-Elevator Pressure during Taxi

Avoid using brakes as much as possible, keep rolling.

SHORT FIELD TAKEOFF

Flaps 20 degrees

Start at the beginning of the Runway

Apply Brakes, Add Full Power

Release Brakes, Accelerate Slightly Tail Low

Rotate and Climb Vy No Obstacle, Vx to Clear Obstacle

Climb Vy=80 Vx=65

SOFT FIELD TAKEOFF

Taxi with Full Back Elevator

10 Degrees Flaps

Add Full Power, Accelerate With Nosewheel in Air

Lift Off, Immediately Decrease Pitch, Accelerate in Ground Effect

Climb Vy No Obstacle, Vx to Clear Obstacle

Climb Vy=80 Vx=65

MANEUVERING DURING SLOW FLIGHT

Maintain Altitude & Heading

Clearing Turns

16” MAP Prop Forward Cowl Flaps Open

Full Flaps

Power As Required (Typically 18-21” MAP)

Right Rudder, & Trim

Maintain Altitude Within 100' and Heading Within 10 Degrees

Airspeed Within +5, -0 Kts. Heading Within 10 Degrees

STEEP TURNS

Clear the area

Passing 30 Degrees Increase back pressure

Bank 45 Degrees, Within 10 Degrees, And Maintain Altitude

Roll-Out On Heading, Within 10 degrees

Maintain Altitude Within 100'

Airspeed Within 10 Kts.

STALLS

IMMINENT OR FULL STALLS (Power Off Landing Configuration)

Clear the area

16” MAP Prop Forward Cowl Flaps Open

Full Flaps, Close Throttle

Increase Pitch To Stall, or Imminent Stall

Apply Climb Power or as required, Reduce Pitch

Retract Flaps Half Way

Pitch To Vy.

Positive Rate of Climb, Retract Flaps Slowly

Climb at Vy.

Maintain Within 10 Degrees of Desired Heading, or Within 10 Degrees of a 20 Degree Bank Turn

IMMINENT OR FULL STALLS (POWER ON)

Clear The Area

Reduce Power To Establish Takeoff Speed

Prop Forward Cowl Flaps Open

Throttle 16” MAP (Depending on OAT to limit excessive Pitch-up Attitude)

Right Rudder

Increase Pitch To Stall

Relax Pitch To Break Stall, Level Wings

Climb Vy.

Maintain Heading Within 10 Degrees, Or Bank Angle Within 10 Degrees of a 20 Degree Bank, If Entering The Stall In A Turn

LOST PROCEDURES

Maintain Appropriate Heading (Re-Set DG)

Re-Check Calculations

Climb To Identify Prominent Landmarks

Locate Position Using Cross-Radials

Tune, Identify, And Proceed To VOR

Contact Radar Facility, Request Vectors To Destination

EMERGENCY APPROACH AND LANDING

Trim Best Glide Speed. (70 KTS@2600 LBS) (76 KTS @3100 LBS)

Prop Lowest RPM

Turn Left And Right, Look For Suitable Area

Proceed To Area.

Check Fuel Selector, attempt a restart if time permits

Arrive Abeam The Touchdown Spot, 1000' AGL

Proceed With Power Off Approach And Landing

Maintain Airspeed within 10 Kts.

EMERGENCY DESCENT

Clear The Area

Establish Configuration (POH)

Establish Speed (POH)

Establish 30-45 Degree Bank

Maintain Airspeed +0/-10 knots

Level off at a specified altitude ±100 feet

Complete Appropriate Checklist

Utilize CRM / SRM as appropriate

GO-AROUND

Mixture Full Rich or as required

Prop Forward

Climb Power or as required

Establish Pitch For Vy.

Retract Flaps Half-Way

Climb Vy, Trim

Retract Flaps Slowly

Fly Appropriate Pattern

Maintain Airspeed Within 10 Kts.

Cowl Flaps as required

UNUSUAL FLIGHT ATTITUDES

Airspeed Needle **Increasing:**

Close Throttle.

Level Wings.

Increase Pitch.

UNUSUAL FLIGHT ATTITUDES

Airspeed Needle **Decreasing:**

Full Throttle.

Decrease Pitch.

Level Wings.

CONSTANT AIRSPEED CLIMBS AND DESCENTS

Adjust Pitch And Power Simultaneously

VOR INTERCEPTION AND TRACKING FROM STATION

Tune and Identify VOR Facility

Rotate OBS To Desired Radial

Obtain FROM Indication With Needle Centered

Turn Toward Top Of CDI Course To Intercept 30 - 45 Degrees

VOR INTERCEPTION AND TRACKING TO STATION

Tune and Identify VOR Facility

Rotate OBS To Obtain A TO Indication With Needle Centered

Turn Toward CDI Course Indication. Fly The Needle