

# Cessna 9031U

ONE SHEET C182Q Checklist

February 23, 2011

## NORMAL TAKEOFF

- 1 Xponder ON ALT (Altitude encoder)
- 2 Wing Flaps - As required
- 3 Mixture (*Rich @ SL or Lean For "Max" Power*)
- 4 Carb Heat (Verify Cold)
- 5 POWER - Throttle 2400 RPM
- 6 Elevator - Lift Nose at 50 KIAS

*max alt gain per unit distance (short field)*

$V_x$  (@SL) = 54 KIAS, (@10,000 ft) = 62 KIAS

*max alt gain per unit time*

$V_y$  (@SL) = 78 KIAS, (@10,000 ft) = 72 KIAS

## NORMAL CLIMB

- 1 Airspeed - 85 to 95 KIAS
- 2 Power - 23" Hg and 2400 RPM
- 3 Fuel Selector - BOTH
- 4 Mixture - Lean as required
- 5 Cowl Flaps - As required

## NORMAL CRUISE

- 1 Power - 15 to 23" Hg, 2100 to 2400 RPM
- 2 Elevator and Rudder Trim - Adjust
- 3 Mixture - Lean as required
- 4 Cowl Flaps - CLOSED

## BEFORE LANDING (GUMP)

- 1 Altimeter - SET
- 2 Fuel "both" / Mixture "rich" / Carb Heat "on"
- 3 Power - As Required
- 4 Prop - High RPM for Landing

## AFTER LANDING

- 1 Cowl Flaps - OPEN
- 2 Wing Flaps - UP
- 3 Xponder - STANDBY
- 4 Radios - SET

## SHUTDOWN & SECURING

*"mixture, master, mags"*

- 1 Radio, Xponder - OFF (Avionics Master -OFF)
- 2 Strobes and Lights - OFF
- 3 Mixture to Idle/Cutoff
- 4 MASTER OFF
- 5 Magnetos - OFF
- 6 Keys Out and On Panel
- 7 Fuel Valve TO OFF position
- 8 **CLOSE FLIGHT PLAN** (*if applicable*)

## IMPORTANT AIRSPEEDS

- 179 KIAS -  $V_{ne}$  (Redline)
- 143 KIAS -  $V_{no}$  (Max Structural Cruising)
- 140 KIAS -  $V_{fe}$  (MAX Flap Extension to 10°)
- 111 KIAS -  $V_a$  (Maneuvering @ 2950 lbs)
- 70 KIAS -  $V_g$  (Best "Glide" Rate)
- 58 KIAS -  $V_s$  (Stall speed "clean")
- 45 KIAS -  $V_{s0}$  (Stall speed, Flaps 40° & Fwd C.G.)

*"in case of an emergency"*

## BEFORE STARTING ENGINE

- 1 Preflight Inspection - Complete
- 2 Cell Phone - OFF
- 3 Seats, Seat Belts and Shoulder Harnesses
- 4 Fuel Selector Valve - BOTH
- 5 Electrical Equipment - OFF (avionics master)
- 6 Circuit Breakers - CHECK ALL IN
- 7 Cowl Flaps - OPEN
- 8 Check Controls for Freedom

## STARTING ENGINE

- 1 Carb Heat - COLD (In)
- 2 Throttle - 1/2 inch
- 3 Mixture - RICH (In)
- 4 Prop - High RPM (In)
- 5 Ignition/Mags - ON/OFF *"till after eng start"*
- 6 Prime If Required (3 shots cold)
- 7 CLEAR PROP
- 8 BRAKES ON then ENGINE "START"
- 9 CHECK OIL PRESSURE - (900-1000 RPM)
- 10 Lean Mixture
- 11 Wing Flaps - UP

## BEFORE TAXI

- 1 Intercom - Verify its working
- 2 Strobes - ON
- 3 Avionics master - ON (Garmin 430 - ON)
- 4 Xponder - STANDBY (1200)
- 5 Set Altimeter Per ATIS Information
- 6 Request TAXI From Ground Control

*WHILE TAXIING "DURING TURNS"*

VERIFY - Turn Coordinator, Heading Indicator and Magnetic Compass

## IN RUNUP AREA

- 1 Brakes - ON
- 2 Doors and Windows - CLOSED
- 3 Elevator and Rudder Trim - SET for takeoff
- 4 **ENGINE RUNUP**
  - a) Throttle - 1700 RPM
  - b) Magneto Check - (75/50)
  - c) Prop - CYCLE from HIGH to LOW
  - d) Carb Heat (look for slight drop)
  - e) Oil Press 30-40 / 10 Idle
  - f) Ammeter - Charging
  - g) Suction Gage - Check
  - h) Idle Engine (900-1000 RPM)
- 5 Verify Avionics and EFIS "master" - BOTH ON
- 6 Autopilot - OFF
- 7 Flashing Beacon, Nav Lights - AS REQUIRED
- 8 Radios - SET

# San Diego Area

ONE SHEET Freq. guide

February 23, 2011

<b>Brown Field (KSDM)</b>	Elev: 526	Longest Runway: 7999 (26R)
	Clr Del:	124.40
<i>ATIS tel. (619) 661-0152</i>	ATIS:	132.35
	Ground:	124.40
<i>pattern (1100' S, 1500' N)</i>	Tower:	126.5/128.25

<b>Montgomery Field (KMYF)</b>	Elev: 427	Longest Runway: 4577 (28R)
	Clr Del:	127.45
<i>ATIS tel. (858) 277-3075</i>	ATIS:	126.90
	Ground:	118.22
<i>pattern (1400' S, 1200' N)</i>	Tower:	119.2/125.7

<b>Gillespie Field (KSEE)</b>	Elev: 387	Longest Runway: 5341 (27R)
	Clr Del:	125.10
	ATIS:	125.45
	Ground:	121.70
<i>pattern (1200' S, 1400' N)</i>	Tower:	120.7/123.8

<b>Mc Clellan-Palomar (KCRQ)</b>	Elev: 331	Longest Runway: 4897 (24)
	Clr Del:	134.85
<i>ATIS tel. (760) 438-2117</i>	ATIS:	120.15
	Ground:	121.80
<i>pattern 1500'</i>	Tower:	118.60

<b>San Diego (KSAN)</b>	Elev: 17	Longest Runway: 9401 (27)
	Clr Del:	125.9
<i>ATIS tel. (619) 298-0997</i>	ATIS:	134.8
	Ground:	123.9
<i>pattern 1200'</i>	Tower:	118.3

<b>Ramona (KRNM)</b>	Elev: 1393	Longest Runway: 5000 (27)
<i>AWOS tel. (760) 789-0736</i>	ATIS:	132.02
	Ground:	121.65
<i>pattern 2400'</i>	Tower:	119.87

<b>San Diego Practice Area Comm Exchange</b>	122.75
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<b>San Diego VFR Corridor Comm Exchange</b>	126.05
<i>FAR 91.159 - VFR Corridor North bound 4500'</i>	
<i>FAR 91.159 - VFR Corridor South bound 3500'</i>	

<b>Borrego Valley (L08)</b>	Elev: 520	Longest Runway: 5011 (25)
	AWOS	126.57
<i>pattern 1520'</i>	CTAF	122.80

<b>Oceanside Municipal (OKB)</b>	Elev: 28	Longest Runway: 2712 (24)
	AWOS	127.80
<i>TOUCH AND GO's prohibited</i>	CTAF	123.00

NAS Imperial Beach tower	<b>(KNRS)</b>	120.65
NAS North Island tower	<b>(KNZY)</b>	135.10
NAS Miramar tower	<b>(KNKX)</b>	135.20
(MX) Tijuana Rodriguez tower	<b>(MMTJ)</b>	118.10

<b>Julian (JLI)</b>	.- - - .- . . . .	114.0
<b>Mission Bay (MZB)</b>	- - - . . . - . . .	117.8
<b>Oceanside (OCN)</b>	- - - - . - . -	115.3
<b>Poggi (PGY)</b>	. - . - . - . - . -	109.8
<b>Santa Catalina (SXC)</b>	. . . - . . - . - .	111.4
<b>Los Angeles (LAX)</b>	. - . . - . - . -	113.6

Light Signal	Ground	Air
steady green	<i>clear for takeoff</i>	<i>clear to land</i>
flashing green	<i>clear to taxi</i>	<i>return to land</i>
steady red	<i>stop</i>	<i>give way to other aircraft</i>
flashing red	<i>clear runway</i>	<i>airport unsafe - do not land!</i>
flashing white	<i>taxi to line</i>	
alternate red and green	<i>caution</i>	<i>caution</i>

<b>Xponder emergency code</b>	7700
<b>Xponder radio failure code</b>	7600

FSS phone (800) 992-7433  
 FSDO (San Diego) phone (619) 557-5281

eMail any correction/suggestions to: [ben@phaster.com](mailto:ben@phaster.com)  
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