

BLACKHAWK FLYING CLUB

N3095F
Cessna 182 (4/1/2007)

PREFLIGHT

Cabin

Log Sheet	FILL in data, check oil change due
VOR Log Book	CHECK if flying IFR
Control Wheel Lock	REMOVE
Ignition Switch	OFF
Master Switch	ON
Flaps	DOWN
Fuel Indicators	CHECK quantity
Lights	CHECK if flying at night
Stall Horn	CHECK operation
Master Switch	OFF

Left

Baggage Door LOCK

Tail

Tail Tie Down	REMOVE
Control Surfaces	CHECK freedom & security

Right Wing

Flap & Aileron	CHECK freedom & security
Wing Tie Down	REMOVE
Fuel Sump	DRAIN sample
Main Wheel Tire	CHECK inflation & tread(1/32"min)
Brakes	CHECK for leaks & brake pads(.1"min)
Fuel Quantity	VERIFY visually & secure cap

Nose

Cowling Flaps	CHECK security
Prop & Spinner	CHECK for nicks, security and oil leaks
Cowling Inlets	INSPECT for blockage
Carburetor Air Filter	CHECK for blockage
Nose Wheel & Strut	CHECK inflation and tread(1/32"min)
Engine Oil	CHECK between 9 & 12 qts.
Static Sources R&L	CHECK for blockage
Fuel Strainer	DRAIN 4 seconds & check closed

Left Wing

Main Wheel Tire	CHECK inflation & tread(1/32"min)
Brakes	CHECK for leaks & brake pads(.1"min)
Fuel Sump	DRAIN sample
Fuel Quantity	VERIFY visually & secure cap
Pitot Tube	REMOVE cover & inspect
Fuel Tank Vent	CHECK for blockage
Wing Tie Down	REMOVE
Flap & Aileron	CHECK freedom & security

CHICAGO/ROCKFORD(RFD) Airport Authority: 815-969-4011
Field Elevation 742
ATIS: 127.6 Clearance: 119.25
Ground: 121.9 Tower: 118.3, 815-226-0076
Approach: 126.0 (W), 121.0 (E) ASOS: 815-399-0627

EMERY

Fuel Service: 132.0, 815-968-8287

NORTH AMERICAN

Fuel Service: 130.52, 815-969-7740

EFAS FLIGHT WATCH 122.0 EMERGENCY 121.5, 7700

STARTUP

Pre Start

Preflight	COMPLETE
Passenger Briefing	COMPLETE
Seats, Belts & Doors	ADJUST and lock
Flight Controls	CHECK
Fuel Selector Valve	BOTH
Cowl Flaps	OPEN
Trim	TAKEOFF
Electrical/Avionics	OFF
Circuit Breakers	CHECK in
Brakes	TEST and set

Start

Mixture	RICH
Propeller	HIGH RPM
Carb Heat	COLD
Prime	~3 shots
Throttle	OPEN 1/2 inch
Master	ON
Beacon	ON
Prop Area	CLEAR
Ignition Switch	START
Throttle	1000 RPM
Oil Pressure & Temp	CHECK green
Avionics Switch	ON
Transponder	STANDBY
Nav Lights	ON (as required)
Flaps	UP

BEFORE TAKEOFF

Run Up

Parking Brake	SET
Cabin Doors & Window	CLOSED and locked
Flight Controls	RECHECK
Heading Indicator	SET on compass heading
Altimeter	SET pressure & check with field elevation
VORs	SET (as required)
Fuel Selector	BOTH
Fuel Quantity	RECHECK
Mixture	RICH
Trim	SET for takeoff
Throttle	1700 RPM
Magnetos	CHECK (125 drop / 50 diff)
Carb Heat	ON & check RPM drop
Propeller	CYCLE from high to low RPM
Suction Gauge	CHECK 4.6 to 5.4
Engine & Ammeter	CHECK
Throttle	IDLE then 1000 RPM
Radios	SET
Transponder	ALT
Brakes	RELEASE

Pre Take Off

Altimeter	RECHECK with field elevation
Heading Indicator	RECHECK with runway heading

TAKEOFF

Flaps	0°-normal, 20°-soft/up when clear
Carb Heat	COLD
Power	FULL throttle & 2600 RPM
Rotate	60 MPH
Climbout	90-MPH-normal, 100-120-MPH clear 60-MPH-soft, 100-120-MPH clear 23 in & 2450 RPM

CRUISE

Landing Light	OFF as required
Power	15-23 in & 2200-2450 RPM (<75%)
Elevator Trim	SET
Mixture	LEAN
Cowl Flaps	OPEN as required

DESCENT

Seats and Belts	ADJUST and LOCK
Fuel Selector	BOTH
Power	AS required
Mixture	RICH
Carb Heat	ON as required

PRE LANDING

Landing Light	ON
Fuel Selector	BOTH
Mixture	RICH
Carb Heat	ON as required
Cowl Flaps	Closed
Propeller	HIGH RPM

EMERGENCY PROCEDURES

Max Glide: 80 MPH

Max Maneuvering Speed 128 MPH

ENGINE FAILURE

Airspeed	80 MPH
Carb Heat	ON
Fuel Selector	BOTH
Mixture	RICH
Primer	IN and locked
Ignition	BOTH (or start)
Landing Site	LOCATE
Squawk	7700
Communicate	121.5

EMERGENCY LANDING

Seats & Belts	SECURE
Airspeed	80 MPH (flaps up) 70 MPH (flaps down)
Mixture	IDLE Cut Off
Fuel Selector	OFF
Ignition	OFF
Flaps	AS required
Master Switch	OFF
Doors	UNLATCH
Touchdown	TAIL low
Brakes	APPLY

ICING

Pitot Heat	ON
Cabin Heat	ON full
Defroster	FULL open
Course & Altitude	CHANGE
Flaps	UP
Land	NEAREST airport
Landing Speed	80-90 MPH

LANDING

Flaps	AS required (<110 MPH)
Airspeed	80-90 MPH no-flap, 70-80 MPH flaps
Touchdown	MAINS first
Brakes	APPLY as required

GO AROUND

Throttle	FULL open
Carb Heat	COLD
Flaps	UP to 20°
Climb Speed	60 MPH
Wing Flaps	10° (0° after obstacles cleared)
Climb Speed	90 MPH

AFTER LANDING

Landing Light	OFF as required
Carb Heat	COLD
Flaps	UP
Transponder	STANDBY
Cowl Flaps	OPEN

SECURING AIRCRAFT

Avionics	OFF
Mixture	IDLE cut off
Ignition	OFF
Master Switch	OFF
Control Lock	INSTALL as required
Tie Down	AS required
Log Sheet	FILL in data

ENGINE FIRE ON GROUND

Cranking	CONTINUE to suck in flames
If engine starts	
Power	1700 few minutes
Engine	SHUTDOWN
If engine doesn't start	
Throttle	FULL open
Mixture	IDLE cut off
Cranking	CONTINUE
Extinguisher	OBTAIN
Master Switch	OFF
Ignition	OFF
Fuel Selector	OFF
Extinguisher	DISCHARGE

ENGINE FIRE IN FLIGHT

Mixture	IDLE cut off
Fuel Selector	OFF
Master	OFF
Cabin Heat/Air	OFF
Airspeed	115 MPH or greater
Forced Landing	EXECUTE

ELECTRICAL FIRE IN FLIGHT

Master	OFF
Electrical Items	ALL off, except ignition
Vents/Heat/Air	OFF and CLOSED
Avionics Master	OFF
Extinguisher	DISCHARGE
Master	ON
Breakers	INSPECT
Avionics Master	ON
Electrical Items	ON one at a time for necessary items

VACUUM PUMP FAILURE

Stand-by Vacuum	PULL out
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