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C182 Q Skylane II
Checklist

Cessna
Official Licensed Product
E78023

full FSX®
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C182 Q Skylane II
Checklist

Carenado

BEFORE STARTING ENGINE

1. Preflight inspection – COMPLETE
2. Seats, belts, Shoulder Harnesses – ADJUST and LOCK
3. Fuel Selector Valve – BOTH
4. Avionics Power Switch, Autopilot (if installed), Electrical pump equipment – OFF

CAUTION
The avionics power switch must be OFF during engine start to prevent possible damage to avionics.

5. Brakes – TEST and SET
6. Cowl flaps – OPEN (move lever out of locking hole to reposition)
7. Circuit Breakers – CHECK IN

STARTING ENGINE

1. Mixture – RICH
2. Propeller – HIGH RPM
3. Carburetor heat – COLD
4. Throttle – OPEN 1/2 inch.
5. Prime – AS REQUIRED
6. Master switch – ON
7. Propeller area – CLEAR
8. Ignition Switch – START (release when engine starts)
9. Oil Pressure – CHECK

BEFORE TAKEOFF

1. Cabin doors and windows – CLOSED and LOCKED
2. Parking brake – SET
3. Flight Controls – FREE and CORRECT
4. Flight Instruments – SET
5. Fuel Selector Valve – BOTH
6. Mixture – RICH
7. Elevator and rudder trim – TAKEOFF
8. Throttle – 1700 RPM
   a. Magnetos – CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos)
   b. Propeller – CYCLE from high to low RPM; return to high RPM (full in)
   c. Carburetor heat – CHECK (for RPM drop)
   d. Engine Instrument and ammeter – CHECK
   e. Suction gage – CHECK



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9. Avionics Power Switch – ON
10. Radios – SET
11. Autopilot (if installed) – OFF
12. Flashing Beacon, Navigation Lights and/or Strobe lights – ON as required
13. Throttle friction lock – ADJUST
14. Parking Brake – RELEASE

TAKEOFF

NORMAL TAKEOFF

1. Wing flaps – 0º-20º
2. Carburetor heat – COLD
3. Power – FULL THROTTLE and 2400 RPM
4. Elevator Control – LIFT NOSE WHEEL at 50 KIAS
5. Climb speed – 70 KIAS (Flaps 20º)
   80 KIAS (Flaps UP)

SHORT FIELD TAKEOFF

1. Wing flaps – 20º
2. Carburetor heat – COLD
3. Brakes – APPLY
4. Power – FULL THROTTLE and 2400 RPM
5. Brakes – RELEASE
6. Elevator Control – MAINTAIN SLIGHTLY TAIL LOW ATTITUDE
7. Climb speed – 57 KIAS (until all obstacles are cleared)
8. Wing Flaps – RETRACT slowly after reaching 70 KIAS

ENROUTE CLIMB

NORMAL CLIMB

1. Airspeed – 85-95 KIAS
2. Power – 23 INCHES Hg and 2400 RPM
3. Fuel selector Valve – BOTH
4. Mixture – FULL RICH (mixture may be leaned above 5000 feet)
5. Cowl flaps – OPEN as required

MAXIMUM PREFORMANCE CLIMB

1. Airspeed – 78 KIAS at sea level to 72 KIAS at 10,000 feet
2. Power – 23 FULL THROTTLE and 2400 RPM



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3. Fuel selector Valve – BOTH
4. Mixture – FULL RICH (mixture may be leaned above 5000 feet)
5. Cowl Flaps – FULL OPEN

CRUISE

1. Power – 15-23 INCHES HG, 2100-2400 RPM (no more than 75% power)
2. Elevator and rudder trim – ADJUST
3. Mixture – LEAN
4. Cowl flaps – CLOSED

DESCENT

1. Power – AS DESIRED
2. Carburetor heat – AS REQUIRED to prevent carburetor icing
3. Mixture – ENRICHEN as required
4. Cowl flaps – CLOSED
5. Wing Flap – AS DESIRED (0º-10º below 140 KIAS, 10º-40º below 95 KIAS)

BEFORE LANDING

1. Seats, Belts, Shoulder Harnesses – ADJUST and LOCK
2. Fuel selector valve – BOTH
3. Mixture – RICH
4. Carburetor Heat – ON (apply full heat before closing throttle)
5. Propeller – HIGH RPM
6. Autopilot (if installed) – OFF

LANDING

NORMAL LANDING

1. Airspeed – 70-80 KIAS (Flaps up)
2. Wing flaps – AS DESIRED (0º below 140 KIAS, 10º-40º below 95 KIAS)
3. Airspeed – 60-70 KIAS (Flaps Down)
4. Trim – ADJUST
5. Touchdown – MAIN WHEELS FIRST
6. Lading roll – LOWER NOSE WHEEL GENTLY
7. Braking – Minimum required.



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SHORT FIELD LANDING

1. Airspeed – 70-80 KIAS (Flaps UP)
2. Wing flaps – 40º(below 95 KIAS)
3. Airspeed – MAINTAIN 60 KIAS
4. Trim – ADJUST
5. Power – REDUCE to idle as obstacle is cleared
6. Touchdown – MAIN WHEELS FIRST
7. Brakes – APPLY HEAVILY
8. Wing flaps – RETRACT for maximum brake effectiveness

BALKED LANDING

1. Power – FULL THROTTLE and 2400 RPM
2. Carburetor heat – COLD
3. Wing flaps – RETRACT to 20º
4. Climb spped – 55 KIAS
5. Wing flaps – RETRACT slowly after reaching 70 KIAS
6. Cowl flaps – OPEN

AFTER LANDING

1. Wing flaps – UP
2. Carburetor heat – COLD
3. Cowl flaps – OPEN

SECURING AIRPLANE

1. Parking brake – SET
2. Throttle – IDLE
3. Avionics power seitch, Electrical equipment – OFF
4. Mixture – IDLE CUTOFF (pulled full out)
5. Ignition switch – OFF
6. Master switch – OFF
7. Control lock – INSTALL
8. Fuel selector Valve -- RIGHT



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Panel

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Actual C 182 Instrument Panel

We realize that flightsim enthusiasts are often keen on learning more about the real aircraft behind. To meet this need, here is a full description of the actual C 182 Q instrument panel, slightly modified by Carenado in order to make the most of available screen real estate. Wherever constrained by the need to align all panel components within a rectangle, we have attempted to suggest instrument position based on the logic of the description below.

The instrument panel is designed around the basic “T” configuration. The gyros are located immediately in front of the pilot, and arranged vertically. The airspeed indicator and altimeter are located to the left and right of the gyros, respectively. The reminder of the flight instruments are located around the basic “T”. The fuel pressure gauge and suction gauge are located below the flight instruments, and to the left of the pilot’s control column. Avionics equipment is stacked approximately on the centerline of the panel, with the right side of the panel containing the manifold pressure gauge, tachometer, map compartment, (not simulated) and space for for aditional instruments and avionics equipment. The engine instrument cluster and fuel quantity indicators are on the right side of the avionics stack near the top of the panel. A switch and control panel at the lower edge of the instrument panel, contains most of the switches, controls, and circuit brakers, landing gear indicator lights and landing gear lever. The center area contains the carburetor heat control, throttle, propeller control and mixture control. The right side of the panel contains the wing flap switch and indicator, cabin heat, cabin air, and defroster control knobs and the cigar lighter. A pedestal, extending from the switch and control panel to the floorboard, contains the elevator and rudder trim wheels, cowl flap control lever, and microphone bracket. The fuel selector valve handle is located at the base of the pedestal. A parking brake handle is mounted under the switch and control panel, in front of the pilot. A static pressure alternate (not simulated) may also be installed below the switch and control panel adjacent to the parking brake handle.





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Carenado has designed three instrument panels alternately displaying different stages of flight. Switching is accomplished by means of the Panel Manager on the upper Left screen corner. This is also your source for supplementary sub-panels outside the range of the main view. The Panel Manager is removed from view by the Extra Keypad available in all three main panels.

VFR Panel

Increases the view range for visual approach, runway location and air traffic check purposes. Use optional.



Normal Panel

Meets standard visibility requirements for taxiing, takeoff and landing run purposes.



IFR Panel

As instrument flight dispenses with visual references, the panel spans the full screen width.





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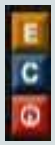
Sub-panels

As some instruments fall outside the range of the main view, we designed sub-panels to bring them up on-screen as required. These are controlled by the Panel Manager and the Extra Keypad shown in the figure below.





N.B.: When switching, some sub-panels will exit while others will remain on-screen, notably those providing critical flight parameters such as manifold pressure, tachometer and EGT data.



Extra Keypad
Operates supplementary sub-panels and the Panel Manager controlling them.

Instrument name and position:

1.- Airspeed Gage
2.- Attitude Gyro
3.- Encoding Altimeter
4.- Omni Course Indicator Nav 1
5.- Extra keypad
6.- Turn Indicator
7.- Directional Gyro
8.- Vertical Speed Indicator
9.- Omni Course Indicator Nav 2
10.- Clock
11.- Suction gage
12.- Fuel pressure Gage
13.- Toggle yoke
14.- DME
15.- Battery Master Switch
16.- Ignition Switch
17.- Master Avionics
18.- Cabin Light Switches
19.- Electrical Switches
20.- Carburetor Heat Control Knob
21.-Fuel Quantity Indicators-Ammeter-Cylinder Head Temperature-Oil Temperature and Oil Pressure Gages
22.- Audio Control Panel and Radios
23.- Autopilot Control Unit
24.- Wing Flaps Flap Switch and Position Indicator
25.- Throttle
26.- Propeller Control Knob
27.- Mixture Control Knob
28.-Toggle Fuel Selector Valve Handle
29.- Elevator Trim Con trol Wheel
30.- Rudder trim Control Wheel
31.- Cowl Flap Control Lever
32.- Engine Primer
33.- Magnetic Compass (toggle Extra Keypad)
34.- Manifold Pressure Gage-Tachometer-EGT (toggle Extra Keypad)
35.- Panel Manager



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Panel

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NAVOMATIC 300-A AUTOPILOT

1.- HDG SEL PUSHBUTTON- Aircraft will turn to and hold heading selected by the heading "bug" on the directional gyro.
2.- NAV INT PUSHBUTTON- When heading "bug" on DG is set to selected course, aircraft will turn to and intercept selected VOR or LOC course.
3.- NAV TRK PUSHBUTTON - When heading "bug" on DG is set to selected course, aircraft will track selected VOR or LOC course
4.- HI SENS PUSHBUTTON –During NAV CAPT or NAV TRK operation, this high sensitivity setting increases autopilot response to NAV signal to provide more precise operation during localizer approach. In low sensitivity position (pushbutton out), response to NAV signal is dampened for smoother tracking of enroute vor radials; it also smooths out effects of course scalloping during NAV operation.
5.- BACK CRS PUSHBUTTON Used with LOC operation only. With A/P switch OFF or ON and when navigation receiver selected by NAV switch is set to a localizer frequency, it reverses normal localizer needle indication (CDI) and causes localizer reversed (BC) light to illuminate. With A/P switch ON reverses localizer signal to autopilot.
6.- NAV/GPS SWITCH MODE SELECTOR. Selects NAV or GPS mode.
7.- PULL TURN KNOB
8.- A/P SWITCH Turn autopilot ON or OFF

Virtual Cockpit

Each new version of MFS has provided additional enhancements to the capabilities and advantages of the virtual cockpit. Carenado fully leverages this valuable tool and strives as much as possible to place users on the pilot's seat in the actual airplane. While the VC will afford a view of actual instrument positions, we have gone one step further by recreating a "cockpit atmosphere".

To move about the VC, use the controls below (unless you are using specific add-ons handling this function):

Back: Control + Enter
Forward: Control + Backspace
Left : Control + Shift + Backspace
Right: Control + Shift + Enter
External View
As is now customary in all our models, Carenado has reproduced the C 182 Q in painstaking detail, up to and including animated pilots, cabin door opening controls, and we have included the ability to open the pilot's window and even the cargo compartment plus now animated Sun Visor and adjustable seats. Topping it all off, for your additional enjoyment we have included a set of chocks, pitot tube cover and Control Lock that activate once the aircraft is properly parked after flight.
To open cabin doors and the cargo compartment, press Shift + E + 2. To open the pilot's window, press Shift + Tail Hook Up/Down. (If you have not yet assigned this command to your simulator, do it now in the Assignments section).
Condition for chock,pitot tube cover and Control Lock activation: Engine off, parking brakes set, master battery off.
Panel operation is contingent on correct use of the checklist and the performance tables included in the pack.



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THIS MODEL HAS BEEN DEVELOPED BY
REAL PILOTS...TESTED AND APPROVED BY
REAL C 182 Q OWNERS AND PILOTS
USE FOR FLIGHT SIMULATION ONLY

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SECTION 5
PERFORMANCE

MODEL 182Q

AIRSPEED CALIBRATION

NORMAL STATIC SOURCE

FLAPS UP													
KIAS	50	60	70	80	90	100	110	120	130	140	150	160	---
KCAS	60	64	71	80	89	99	108	117	127	136	145	155	---
FLAPS 20°													
KIAS	40	50	60	70	80	90	95	---	---	---	---	---	---
KCAS	52	57	64	72	81	90	95	---	---	---	---	---	---
FLAPS 40°													
KIAS	40	50	60	70	80	90	95	---	---	---	---	---	---
KCAS	51	56	63	72	81	91	95	---	---	---	---	---	---

Figure 5-1. Airspeed Calibration (Sheet 1 of 2)



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AIRSPEED CALIBRATION
ALTERNATE STATIC SOURCE

HEATER/VENTS AND WINDOWS CLOSED

FLAPS UP											
NORMAL KIAS	60	70	80	90	100	110	120	130	140	150	160
ALTERNATE KIAS	59	70	80	91	102	112	122	133	143	153	163
FLAPS 20°											
NORMAL KIAS	50	60	70	80	90	95	- - -	- - -	- - -	- - -	- - -
ALTERNATE KIAS	51	62	72	82	92	97	- - -	- - -	- - -	- - -	- - -
FLAPS 40°											
NORMAL KIAS	40	50	60	70	80	90	95	- - -	- - -	- - -	- - -
ALTERNATE KIAS	43	51	60	71	81	90	96	- - -	- - -	- - -	- - -

HEATER/VENTS OPEN AND WINDOWS CLOSED

FLAPS UP											
NORMAL KIAS	60	70	80	90	100	110	120	130	140	150	160
ALTERNATE KIAS	60	70	80	90	100	110	120	130	140	150	160
FLAPS 20°											
NORMAL KIAS	50	60	70	80	90	95	- - -	- - -	- - -	- - -	- - -
ALTERNATE KIAS	50	60	70	79	89	93	- - -	- - -	- - -	- - -	- - -
FLAPS 40°											
NORMAL KIAS	40	50	60	70	80	90	95	- - -	- - -	- - -	- - -
ALTERNATE KIAS	41	49	59	68	78	87	92	- - -	- - -	- - -	- - -

Figure 5-1. Airspeed Calibration (Sheet 2 of 2)



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TEMPERATURE CONVERSION CHART

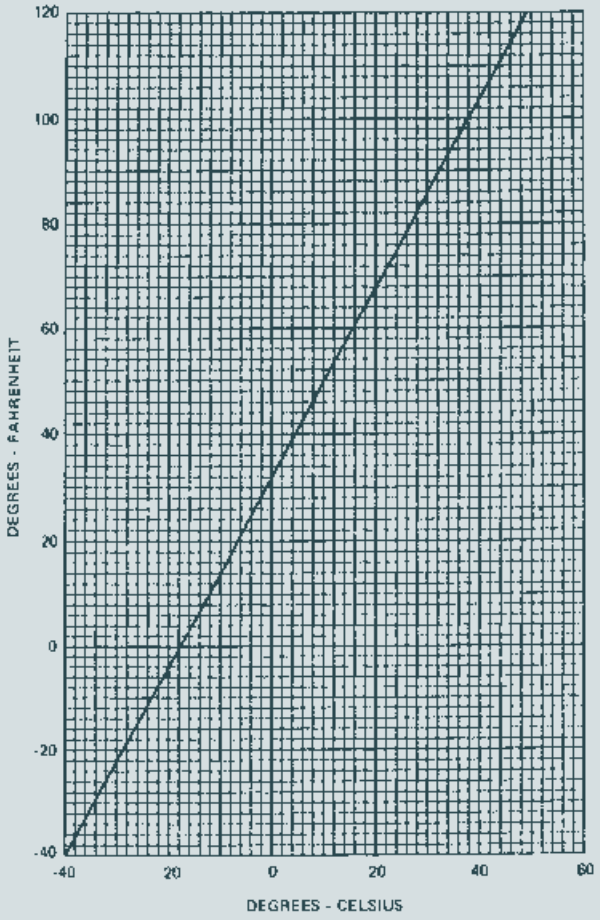

Figure 5-2. Temperature Conversion Chart



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STALL SPEEDS

CONDITIONS:
Power Off

NOTES:
1. Maximum altitude loss during a stall recovery may be as much as 160 feet.
2. KIAS values are approximate.

MOST REARWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
2950	UP	41	56	44	60	49	67	58	79
	20°	38	51	41	55	45	61	54	72
	40°	38	50	41	54	45	59	54	71

MOST FORWARD CENTER OF GRAVITY

WEIGHT LBS	FLAP DEFLECTION	ANGLE OF BANK							
		0°		30°		45°		60°	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
2950	UP	48	59	52	63	57	70	68	83
	20°	47	55	51	59	56	65	66	78
	40°	45	54	48	58	54	64	64	76

Figure 5-3. Stall Speeds



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TAKEOFF DISTANCE

MAXIMUM WEIGHT 2950 LBS

CONDITIONS:
Flaps 20°
2400 RPM, Full Throttle and Mixture Set Prior to Brake Release
Cowl Flaps Open
Paved, Level, Dry Runway
Zero Wind

SHORT FIELD

NOTES:
1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 5000 feet elevation, the mixture should be leaned to give maximum power in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
4. Where distance value has been deleted, climb performance after lift-off is less than 150 fpm at takeoff speed.
5. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2950	49	57	S.L.	835	1220	880	1305	730	1395	780	1490	835	1590
			1000	890	1335	745	1430	795	1530	850	1635	910	1745
			2000	755	1465	810	1565	870	1680	930	1800	995	1925
			3000	825	1605	890	1725	950	1850	1020	1986	1090	2130
			4000	905	1770	970	1905	1045	2050	1120	2205	1195	2370
			5000	985	1985	1065	2115	1145	2280	1230	2460	1315	2655
			6000	1080	2185	1175	2360	1260	2565	1350	2765	1450	3005
			7000	1200	2450	1290	2655	1390	2885	1490	3145	---	---
			8000	1325	2765	1425	3015	1530	3300	---	---	---	---

Figure 5-4. Takeoff Distance (Sheet 1 of 2)

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TAKEOFF DISTANCE
2700 LBS AND 2400 LBS
SHORT FIELD

REFER TO SHEET 1 FOR APPROPRIATE CONDITIONS AND NOTES.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2700	47	55	S.L.	520	1000	555	1065	595	1135	635	1210	680	1285
			1000	565	1085	605	1160	650	1235	695	1320	740	1405
			2000	615	1185	660	1265	710	1355	760	1445	810	1540
			3000	675	1295	725	1385	775	1485	830	1585	885	1685
			4000	735	1425	790	1525	850	1630	910	1745	970	1870
			5000	805	1565	865	1680	930	1800	995	1930	1065	2075
			6000	885	1730	950	1860	1020	1995	1095	2150	1170	2310
			7000	970	1920	1045	2065	1120	2225	1205	2400	1290	2595
			8000	1070	2140	1150	2310	1235	2500	1325	2705	1420	2935
2400	44	52	S.L.	395	775	425	825	455	875	485	930	520	990
			1000	430	840	465	895	495	950	530	1010	565	1075
			2000	470	915	505	975	540	1035	575	1105	615	1175
			3000	515	995	550	1060	590	1130	630	1205	675	1285
			4000	560	1085	600	1160	645	1235	690	1320	735	1405
			5000	615	1185	655	1270	705	1355	755	1445	805	1545
			6000	670	1300	720	1395	770	1490	825	1595	885	1705
			7000	735	1435	790	1535	845	1645	905	1765	970	1890
			8000	810	1585	870	1700	930	1825	1000	1960	1070	2105

Figure 5-4. Takeoff Distance (Sheet 2 of 2)

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SECTION 5
PERFORMANCE

MODEL 182Q

RATE OF CLIMB

MAXIMUM

CONDITIONS:
Flaps Up
2400 RPM
Full Throttle
Cowl Flaps Open

NOTE:
Mixture leaned above 5000 feet for smooth engine operation and increased power.

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM			
			-20°C	0°C	20°C	40°C
2950	S.L.	78	1155	1070	990	910
	2000	76	1020	945	865	790
	4000	75	890	815	740	670
	6000	74	760	690	620	550
	8000	73	635	565	500	430
	10,000	72	510	440	375	- - -
	12,000	71	385	320	255	- - -

Figure 5-5. Rate of Climb



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TIME, FUEL, AND DISTANCE TO CLIMB

MAXIMUM RATE OF CLIMB

CONDITIONS:
Flaps Up
2400 RPM
Full Throttle
Cowl Flaps Open
Standard Temperature

NOTES:
1. Add 1.7 gallons of fuel for engine start, taxi and takeoff allowance.
2. Mixture leaned above 5000 feet for smooth engine operation and increased power.
3. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
4. Distances shown are based on zero wind.

WEIGHT LBS	PRESSURE ALTITUDE FT	TEMP °C	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
					TIME MIN	FUEL USED GALLONS	DISTANCE NM
2950	S.L.	15	78	1010	0	0	0
	1000	13	77	955	1	0.3	1
	2000	11	76	900	2	0.7	3
	3000	9	76	845	3	1.1	4
	4000	7	75	790	5	1.5	6
	5000	5	75	735	6	1.9	8
	6000	3	74	680	7	2.3	10
	7000	1	74	625	9	2.8	12
	8000	-1	73	570	11	3.2	14
	9000	-3	72	515	12	3.8	17
	10,000	-5	72	460	15	4.3	20
	11,000	-7	71	405	17	4.9	23
	12,000	-9	71	350	20	5.8	27

Figure 5-6. Time, Fuel, and Distance to Climb (Sheet 1 of 2)



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TIME, FUEL, AND DISTANCE TO CLIMB

NORMAL CLIMB - 90 KIAS

CONDITIONS:
Flaps Up
2400 RPM
23 Inches Hg or Full Throttle
Cowl Flaps Open
Standard Temperature

NOTES:
1. Add 1.7 gallons of fuel for engine start, taxi and takeoff allowance.
2. Mixture leaned above 5000 feet for smooth engine operation and increased power.
3. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
4. Distances shown are based on zero wind.

WEIGHT LBS	PRESSURE ALTITUDE FT	TEMP °C	RATE OF CLIMB FPM	FROM SEA LEVEL		
				TIME MIN	FUEL USED GALLONS	DISTANCE NM
2950	S.L.	15	670	0	0	0
	1000	13	670	1	0.4	2
	2000	11	670	3	0.8	5
	3000	9	670	4	1.2	7
	4000	7	670	6	1.7	9
	5000	5	670	7	2.1	12
	6000	3	640	9	2.6	14
	7000	1	575	11	3.0	17
	8000	-1	510	13	3.6	20
	9000	-3	450	15	4.2	24
	10,000	-5	385	17	4.8	28
	11,000	-7	320	20	5.6	33
	12,000	-9	260	24	6.5	39

Figure 5-6. Time, Fuel, and Distance to Climb (Sheet 2 of 2)



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CRUISE PERFORMANCE

PRESSURE ALTITUDE 2000 FEET

CONDITIONS:
2950 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in smooth engine operation or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -9°C			STANDARD TEMPERATURE 11°C			20°C ABOVE STANDARD TEMP 31°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	22	77	134	13.1	74	135	12.6	71	136	12.2
	21	72	131	12.3	69	132	11.8	67	133	11.4
	20	67	128	11.5	65	128	11.1	63	129	10.7
	19	62	124	10.7	60	124	10.3	58	125	10.0
2300	23	78	135	13.3	75	136	12.8	72	137	12.4
	22	73	132	12.5	70	133	12.0	68	133	11.6
	21	68	128	11.7	66	129	11.3	64	130	10.9
	20	64	125	10.9	62	125	10.5	60	126	10.2
2200	23	73	132	12.5	70	133	12.0	68	133	11.6
	22	69	129	11.7	66	129	11.3	64	130	10.9
	21	64	125	11.0	62	126	10.6	60	126	10.2
	20	60	121	10.2	58	122	9.9	56	122	9.6
2100	23	68	128	11.6	66	129	11.2	64	130	10.8
	22	64	125	10.9	62	126	10.5	60	126	10.2
	21	60	121	10.2	58	122	9.9	56	122	9.6
	20	56	118	9.6	54	118	9.3	52	118	9.0
	19	52	113	9.0	50	114	8.7	48	113	8.5
	18	47	109	8.4	46	109	8.1	44	108	7.9

Figure 5-7. Cruise Performance (Sheet 1 of 6)



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CRUISE PERFORMANCE

PRESSURE ALTITUDE 4000 FEET

CONDITIONS:
2950 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in smooth engine operation or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -13°C			STANDARD TEMPERATURE 7°C			20°C ABOVE STANDARD TEMP 27°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	22	- - -	- - -	- - -	76	139	13.0	73	140	12.6
	21	74	135	12.6	71	136	12.1	69	136	11.7
	20	69	131	11.8	66	132	11.3	64	133	11.0
	19	64	127	10.9	62	128	10.6	60	128	10.2
2300	23	- - -	- - -	- - -	76	140	13.1	74	141	12.6
	22	75	135	12.8	72	136	12.3	70	137	11.9
	21	70	132	12.0	68	133	11.5	65	134	11.2
	20	66	128	11.2	63	129	10.8	61	130	10.4
2200	23	75	135	12.8	72	136	12.3	70	137	11.9
	22	70	132	12.0	68	133	11.6	66	134	11.2
	21	66	129	11.3	64	129	10.9	61	130	10.5
	20	62	125	10.5	59	126	10.2	57	126	9.8
	19	57	121	9.8	55	121	9.5	53	121	9.2
2100	23	70	132	11.9	67	133	11.5	65	133	11.1
	22	66	128	11.2	63	129	10.8	61	130	10.4
	21	62	125	10.5	59	126	10.1	57	126	9.8
	20	57	121	9.8	55	121	9.5	53	122	9.3
	19	53	117	9.2	51	117	8.9	50	117	8.7
	18	49	112	8.6	47	112	8.3	46	112	8.1
	17	45	107	8.0	43	107	7.8	42	106	7.6

Figure 5-7. Cruise Performance (Sheet 2 of 6)



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CRUISE PERFORMANCE

PRESSURE ALTITUDE 6000 FEET

CONDITIONS:
2950 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in smooth engine operation or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -17°C			STANDARD TEMPERATURE 3°C			20°C ABOVE STANDARD TEMP 23°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	22	- - -	- - -	- - -	77	143	13.3	75	144	12.8
	21	75	138	12.9	73	139	12.4	70	140	12.0
	20	71	135	12.1	68	136	11.6	66	136	11.2
	19	66	131	11.2	64	132	10.8	61	132	10.5
2300	22	77	139	13.1	74	140	12.6	71	141	12.2
	21	72	136	12.3	69	137	11.8	67	137	11.4
	20	67	132	11.5	65	133	11.1	63	133	10.7
	19	63	128	10.7	60	129	10.3	58	129	10.0
2200	22	72	136	12.3	69	137	11.9	67	137	11.5
	21	68	132	11.6	65	133	11.1	63	134	10.8
	20	63	129	10.8	61	129	10.4	59	130	10.1
	19	59	125	10.1	57	125	9.7	55	125	9.5
2100	22	67	132	11.5	65	133	11.1	63	133	10.7
	21	63	129	10.8	61	129	10.4	59	129	10.1
	19	56	121	9.5	53	121	9.2	51	121	8.9
	18	51	116	8.8	49	116	8.6	47	115	8.3
	17	47	111	8.2	45	110	8.0	43	109	7.8

Figure 5-7. Cruise Performance (Sheet 3 of 6)



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SECTION 5
PERFORMANCE

MODEL 182Q

CRUISE PERFORMANCE

PRESSURE ALTITUDE 8000 FEET

CONDITIONS:
2950 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in smooth engine operation or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -21°C			STANDARD TEMPERATURE -1°C			20°C ABOVE STANDARD TEMP 19°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	21	77	142	13.3	74	143	12.7	72	144	12.3
	20	72	139	12.4	70	139	11.8	67	140	11.5
	19	68	135	11.5	65	135	11.1	63	136	10.7
	18	63	130	10.7	60	131	10.3	58	131	10.0
2300	21	74	139	12.6	71	140	12.1	69	141	11.7
	20	69	136	11.8	66	137	11.3	64	137	11.0
	19	64	132	11.0	62	132	10.6	60	133	10.2
	18	60	127	10.2	58	128	9.9	56	128	9.6
2200	21	69	136	11.8	67	137	11.4	65	137	11.0
	20	65	132	11.1	63	133	10.7	60	133	10.3
	19	61	126	10.3	58	129	10.0	56	129	9.7
	18	56	124	9.7	54	124	9.3	52	124	9.1
2100	21	65	132	11.1	63	133	10.7	60	133	10.3
	20	61	129	10.4	59	129	10.0	57	129	9.7
	19	57	124	9.7	54	124	9.4	53	124	9.1
	18	52	120	9.1	50	120	8.8	49	119	8.5
	17	48	115	8.5	46	114	8.2	45	113	8.0

Figure 5-7. Cruise Performance (Sheet 4 of 6)

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CRUISE PERFORMANCE

PRESSURE ALTITUDE 10,000 FEET

CONDITIONS:
2950 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in smooth engine operation or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -25°C			STANDARD TEMPERATURE -5°C			20°C ABOVE STANDARD TEMP 15°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	20	74	142	12.7	71	143	12.2	69	144	11.8
	19	69	138	11.8	67	139	11.4	64	140	11.0
	18	65	134	11.0	62	135	10.6	60	135	10.2
	17	60	129	10.2	57	130	9.8	55	130	9.5
2300	20	71	140	12.1	68	140	11.6	66	141	11.2
	19	66	136	11.3	64	136	10.9	61	136	10.5
	18	61	131	10.5	59	131	10.1	57	132	9.8
	17	57	126	9.7	55	126	9.4	53	126	9.1
2200	20	67	136	11.4	64	137	11.0	62	137	10.6
	19	62	132	10.6	60	132	10.2	58	133	9.9
	18	58	128	9.9	56	128	9.6	54	128	9.3
	17	53	123	9.2	51	123	8.9	50	122	8.7
2100	20	63	132	10.7	60	133	10.3	58	133	9.9
	19	58	128	10.0	56	128	9.6	54	128	9.4
	18	54	123	9.3	52	123	9.0	50	123	8.8
	17	50	118	8.7	48	118	8.4	46	116	8.2
	16	46	112	8.1	44	111	7.8	42	109	7.6

Figure 5-7. Cruise Performance (Sheet 5 of 6)



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CRUISE PERFORMANCE

PRESSURE ALTITUDE 12,000 FEET

CONDITIONS:
2950 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in smooth engine operation or at peak EGT if an EGT indicator is installed.

		20°C BELOW STANDARD TEMP -29°C			STANDARD TEMPERATURE -9°C			20°C ABOVE STANDARD TEMP 11°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	18	66	138	11.3	64	139	10.9	61	139	10.5
	17	61	133	10.5	59	133	10.1	57	133	9.8
	16	56	128	9.7	54	128	9.4	52	127	9.1
	15	51	122	9.0	50	121	8.7	48	120	8.4
2300	18	63	135	10.8	61	136	10.4	59	135	10.0
	17	58	130	10.0	56	130	9.7	54	130	9.4
	16	54	125	9.3	52	125	9.0	50	124	8.7
	15	49	119	8.6	47	118	8.3	45	116	8.1
2200	18	59	131	10.2	57	131	9.8	55	131	9.5
	17	55	126	9.5	53	126	9.2	51	125	8.9
	16	51	121	8.8	49	120	8.5	47	119	8.3
	15	46	114	8.2	44	113	7.9	43	111	7.7
2100	18	56	127	9.6	54	127	9.3	52	126	9.0
	17	51	122	8.9	49	121	8.7	48	120	8.4
	16	47	116	8.3	45	115	8.1	44	113	7.8

Figure 5-7. Cruise Performance (Sheet 6 of 6)



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RANGE PROFILE
45 MINUTES RESERVE
56 GALLONS USABLE FUEL

CONDITIONS:
2950 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature
Zero Wind

NOTES:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb as shown in figure 5-6.
2. Reserve fuel is based on 45 minutes at 45% BHP and is 6 gallons.

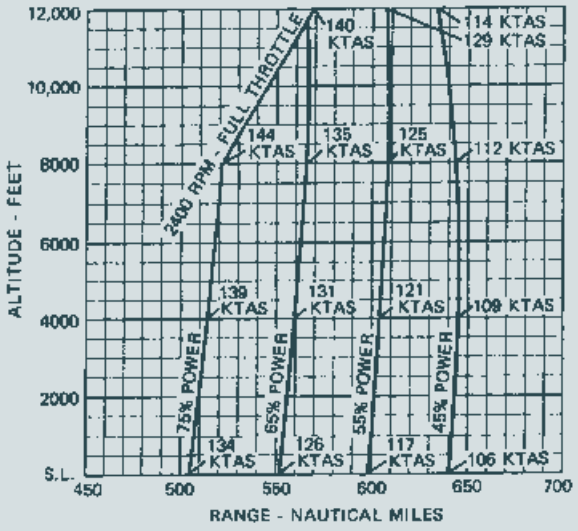

Figure 5-8. Range Profile (Sheet 1 of 2)



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SECTION 5
PERFORMANCE

MODEL 182Q

RANGE PROFILE
45 MINUTES RESERVE
75 GALLONS USABLE FUEL

CONDITIONS:
2950 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature
Zero Wind

NOTES:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb as shown in figure 5-6.
2. Reserve fuel is based on 45 minutes at 45% BHP and is 6 gallons.

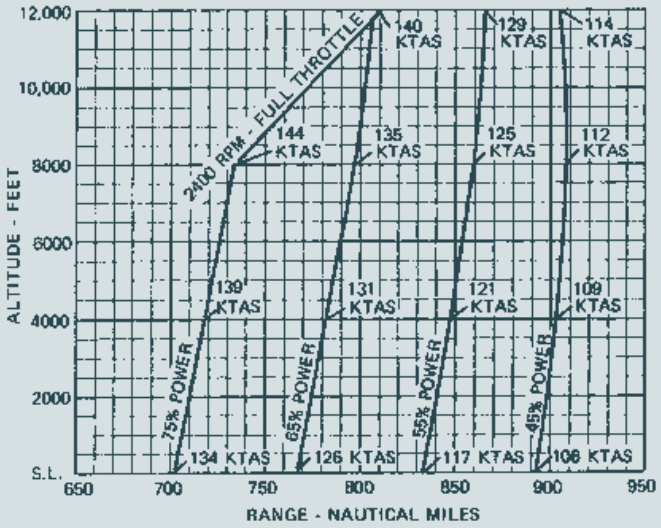

Figure 5-8. Range Profile (Sheet 2 of 2)



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ENDURANCE PROFILE
45 MINUTES RESERVE
56 GALLONS USABLE FUEL

CONDITIONS:
2950 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature

NOTES:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during a normal climb as shown in figure 5-6.
2. Reserve fuel is based on 45 minutes at 45% BHP and is 6 gallons.

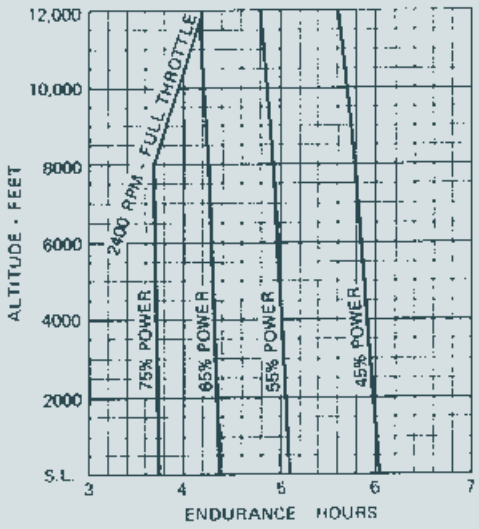

Figure 5-9. Endurance Profile (Sheet 1 of 2)



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SECTION 5
PERFORMANCE

MODEL 182Q

ENDURANCE PROFILE
45 MINUTES RESERVE
75 GALLONS USABLE FUEL

CONDITIONS:
2950 Pounds
Recommended Lean Mixture for Cruise
Standard Temperature

NOTES:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during a normal climb as shown in figure 5-8.
2. Reserve fuel is based on 45 minutes at 45% BHP and is 6 gallons.

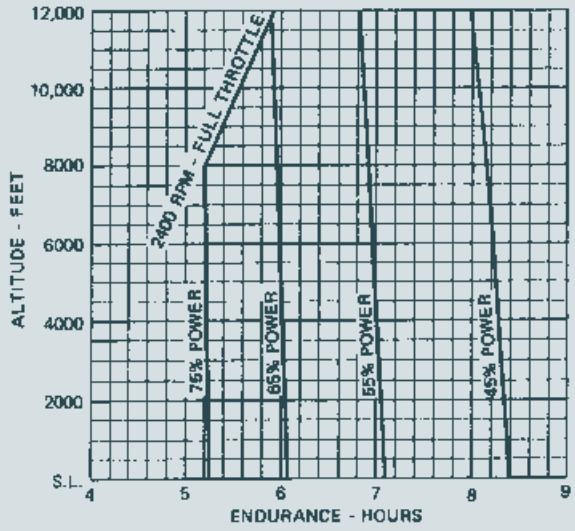

Figure 5-9. Endurance Profile (Sheet 2 of 2)

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LANDING DISTANCE

SHORT FIELD

CONDITIONS:
Flaps 40°
Power Off
Maximum Braking
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on a dry, grass runway, increase distances by 40% of the "ground roll" figure.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2950	60	S.L.	560	1300	580	1335	600	1385	620	1400	640	1435
		1000	580	1335	600	1365	620	1400	645	1440	665	1475
		2000	600	1370	625	1405	645	1440	670	1480	690	1515
		3000	625	1410	645	1445	670	1485	695	1525	715	1560
		4000	650	1450	670	1485	695	1525	720	1565	740	1600
		5000	670	1485	695	1525	720	1565	745	1610	770	1650
		6000	700	1530	725	1575	750	1615	775	1660	800	1700
		7000	725	1575	750	1615	780	1665	805	1710	830	1760
		8000	755	1625	780	1665	810	1715	835	1760	865	1805

Figure 5-10. Landing Distance



The aircraft operation is fictional and for simulation purposes only.

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C182 Q **Skylane II**
Emergency Procedures

Cessna
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AIRSPEED FOR EMERGENCY OPERATION

Engine Failure After Takeoff:

Wing flaps up	70 KIAS
Wing flaps down	65 KIAS

Maneuvering Speed:

3100 Lbs	111 KIAS
2550 Lbs	100 KIAS
2000 Lbs	89 KIAS

Maximum glide:

2950 Lbs	70 KIAS

Precautionary Landing with Engine Power 65 KIAS

Landing without engine power:

Wing flaps up	70 KIAS
Wing flaps down	65 KIAS

OPERATIONAL CHECKLIST

ENGINE FAILURES

ENGINE FAILURE DURING TAKE OFF RUN

1. Throttle – IDLE
2. Brakes – APPLY
3. Wing flaps – RETRACT
4. Mixture – IDLE CUT-OFF
5. Ignition Switch – OFF
6. Master Switch – OFF



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ENGINE FAILURE IMMEDIATELY AFTER TAKE OFF

1. Airspeed – 70 KIAS (Flaps up)
   65 KIAS (Flaps down)
2. Mixture – IDLE CUTOFF
3. Fuel Selector Valve – OFF
4. Ignition switch – OFF
5. Wing Flaps – AS REQUIRED (40º recommended)
6. Master Switch – OFF

ENGINE FAILURE DURING FLIGHT

1. Airspeed – 70 KIAS
2. Carburetor Heat – ON
3. Fuel Selector Valve – BOTH
4. Mixture – RICH
5. Ignition Switch – BOTH (or START if propeller is stopped)
6. Primer – IN and LOCKED

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed – 70 KIAS (flaps UP)
   65 KIAS (Flaps Down)
2. Mixture – IDLE CUTOFF
3. Fuel selector Valve – OFF
4. Ignition Switch – OFF
5. Wing Flaps – AS REQUIRED (40º recommended)
6. Doors – UNLATCH PRIOR TO TOUCHDOWN
7. Master Switch – OFF when landing is assured
8. Touchdown – SLIGHTLY TAIL LOW
9. Brakes – APPLY HEAVILY.

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Airspeed – 65 KIAS
2. Wing flaps – 20º
3. Slected field – FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
4. Electrical Switches – OFF
5. Wing flaps – 40º (on final approach)



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6. Airspeed – 65 KIAS
7. Doors – UNLACTH PRIOR TO TOUCHDOWN
8. Avionics Power and Master Switches – OFF
9. Touchdown – SLIGHLTLY TAIL LOW
10. Ignition Switch – OFF
11. Brakes – APPLY HEAVILY

DITCHING

1. Radio – TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions
2. Heavy Objects (in baggage area) – SECURE OR JETTISON
3. Flaps – 20º -40º
4. Power – ESTABLISH 300FT/MIN DESCENT at 60 KIAS
5. Approach – High Winds, Heavy seas – INTO THE WIND
   Light Winds, Heavy Swells – PARALLEL TO SWELLS

NOTE
If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10º flaps

6. Cabin Doors – UNLATCH
7. Touchdown – LEVEL ATTITUDE AT ESTABLISHED DESCENT.
8. Face – CUSHION at touchdown with folded coat
9. Airplane – EVACUATE through cabin doors. If necessary, open windows and flood cabin to equalize pressure so doors can be opened.
10. Life vest and raft – INFLATE

FIRES

DURING START ON GROUND

1. Cranking – CONTINUE, to get a start wich would suck the flames and accumulated fuel through the carburetor and into the engine
   If engine starts:
2. Power – 1700 RPM for a few minutes
3. Engine – SHUTDOWN and inspect for damage
   If engine fails to start:
4. Throttle – FULL OPEN
5. Mixture – IDLE CUTOFF
6. Cranking – CONTINUE
7. Fire Extinguisher – OBTAIN (Have ground attendants obtain if not istalled)
8. Engine – SECURE
   a. Master Switch – OFF
   b. Ignition Switch – OFF
   c. Fuel Selector Valve – OFF
9. Fire – EXTINGUISH using fire extinguisher, wool blanket, or dirt.



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10. Fire Damage – INSPECT, repair damage or replace damage components or wiring before conducting another flight.

ENGINE FIRE IN FLIGHT

1. Mixture – IDLE CUTOFF
2. Fuel Selector Valve – OFF
3. Master Switch – OFF
4. Cabin heat and Air – OFF (Except overhead vents)
5. Airspeed – 100 KIAS (if fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
6. Forced Landing – EXECUTE (as described in Emergency Landing without Engine Power)

ELECTRICAL FIRE IN FLIGHT

1. Master Switch– OFF
2. Avionics Power Switch – OFF
3. All others Switches (Except ignition switch) – OFF
4. Vents/Cabin Air/Heat -- CLOSED
5. Fire Extinguisher – ACTIVATE (if available)

WARNING
After discharging an extinguisher within a closed cabin, ventilate the cabin.
If fire appears out and electrical power is necessary for continuance of flight:

6. Master Switch – ON
7. Circuit Brakers – CHECK for faulty circuit, do not reset.
8. Radio Switches – OFF
9. Avionics Power Switch – ON
10. Radio/Electrical Switches – ON one at time, with delay after each until short circuit is localized
11. Vents/Cabin Air/ Heat – OPEN when it is ascertained that fire is completely extinguished.

CABIN FIRE

1. Master Switch – OFF
2. Vents/Cabin Air/Heat – CLOSED (To avoid drafts)
3. Fire Extinguisher – ACTIVATE (if available)



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

4. Land the airplane as soon as possible to inspect the damage.

WING FIRE

1. Navigation light Switch – OFF
2. Strobe light switch (if installed) – OFF
3. Pitot heat switch (if installed) – OFF

NOTE
Perform a sideslip to keep the 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

INADVERTENT ICING ENCOUNTER

1. Turn pitot heat switch ON (if installed)
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. Pull cabin heat control full out and rotate defroster control clock-wise to obtain maximum defroster air flow
4. Increase engine speed to minimize ice build-up on propeller blades
5. Watch for sings of carburetor air filter ice and apply carburetor heat as required. An unexplained loss in manifold pressure could be caused by carburetor ice or air instake filter ice. Lean the mixture if carburetor heat is used continuosly.
6. Plan a landing at the nearest airport, with an axtremely rapid ice build-up, select a suitable “off airport” landing site.
7. With an ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. Eith a severe ice build-up on the horizontal tail, tha change in wing wake airflow direction caused by wing flaps extension could result in a loss of elevator effectiveness
9. Open the window and if practical, scrape ice form a portion of the windshield for visibility in the landing approach
10. Perform a landing approach using a forward slip, if necessary, for improved visibility
11. Approach at 80 to 90 KIAS, depending upon the amount of ice accumulation.
12. Perform a landing in level attitude.



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STATIC SOURCE BLOCKAGE
(Erroneus Instrument reading suspected)

1. Alternate Static source Valve – PULL ON
2. Airspeed – Consult appropiate table in Section 5
3. Altitude – Cruise 50 feet higher and aproach 30 feet higher than normal

LANDING WITH A FLAT MAIN TIRE

1. Approach – NORMAL (full flap)
2. Touchdown – GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

OVER-VOLTAGE LIGHT ILUMINATES
1. Avionics Power Switch – OFF
2. Master Switch – OFF (Both sides)
3. Master Switch – ON
4. Over voltage light – OFF
5. Avionics Power switch – ON
   If over voltage light illuminates again
6. Flight – TERMINATE as soon as practical

AMPMETER SHOWS DISCHARGE
1. Alternator – OFF
2. Non essential Radio/Electrical Equipment – OFF
3. Flight – TERMINATE as soon as practical



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