

# MICROSOFT FLIGHT SIMULATOR 2002 CHECKLIST

## CESSNA 182S SKYLANE

### SPECIFICATIONS

Maximum Speed	145 kts, 167 mph, 269 kmh
Cruise Speed	140 kts, 161 mph, 259 kmh
Engine	Textron Lycoming IO-540-AB1A5 230 hp
Propeller	McCauley 3-bladed constant speed
Max. Range	968 nm, 944 sm, 1,519 km
Service Ceiling	18,100 ft, 5,517 m
Fuel Capacity	92 U.S. gal, 333 L
Empty Weight	1,910 lb, 854 kg
Max. Gross Weight	3,110 lb, 1,411 kg
Length	29 ft, 8.84 m
Wingspan	36 ft, 11 m
Height	9 ft, 2.77 m
Seating	Up to 4
Useful Load	1,200 lbs, 557 kg



### REFERENCE INFORMATION

*FS Full Fuel Weight: 3,100 lbs*

VA	110 KIAS (3,100 lbs)
	101 KIAS (2,600 lbs)
	88 KIAS (2,000 lbs)
VFE	140 KIAS (flaps 0 to 10)
	120 KIAS (flaps 10 to 20)
	100 KIAS (flaps 20 to full)
VNO	140 KIAS
VNE	175 KIAS
VS	40 KIAS
VSO	35 KIAS
VX	63 KIAS (sea level)
	66 KIAS (10,000' msl)
VY	80 KIAS (sea level)
	72 KIAS (10,000' msl)

Best Glide Speed: 75 KIAS

#### LEGENDA

VA - Maneuvering Speed  
VFE - Maximum Flaps Extended Speed  
VNO - Maximum Structural Cruising Speed  
VNE - Never Exceed Speed  
VS - Stalling Speed (max. weight)  
VSO - Stalling Speed in the Landing Configuration (max. weight, flaps 30)  
VX - Best Angle-of-Climb  
VY - Best Rate-of-Climb

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### BEFORE STARTING ENGINE

- Brakes -- TEST and SET
- Electrical Equipment -- OFF
- Avionics Power Switch -- OFF
- Cowl Flaps -- OPEN
- Fuel Selector Valve -- BOTH

### ENGINE START

- Throttle -- OPEN 1/4-INCH
- Propeller -- HIGH RPM
- Mixture -- RICH
- Propeller Area -- CLEAR
- Master Switch -- ON
- Auxiliary Fuel Pump Switch -- ON
- Ignition Switch -- START (release when engine starts)

Then:

- Oil Pressure -- CHECK
- Auxiliary Fuel Pump -- OFF
- Flashing Beacon and Nav Lights -- ON as required
- Avionics Power Switch -- ON
- Flaps -- RETRACT

### BEFORE TAKEOFF

- Parking Brake -- SET
- Flight Controls -- FREE and CORRECT
- Flight Instruments -- CHECK and SET
- Fuel Quantity -- CHECK
- Mixture -- RICH
- Fuel Selector Valve -- RECHECK BOTH
- Elevator Trim -- SET for takeoff
- Rudder Trim -- SET for takeoff
- Throttle -- 1800 RPM
- Magnetos -- CHECK <150 RPM drop on each; <50 RPM drop between
- Propeller -- CYCLE high RPM/low RPM/high RPM
- Suction Gauge -- CHECK
- Engine Instruments and Ammeter -- CHECK
- Annunciator Panel -- CHECK
- Throttle -- 800-1000 RPM
- Strobe Lights -- AS DESIRED
- Radios and Avionics -- SET
- Flaps -- SET for takeoff (0-20 degrees)
- Cowl Flaps -- OPEN
- Brakes -- RELEASE

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### **TAKEOFF**

- Flaps -- 0-20 degrees
- Mixture -- RICH (may be leaned if necessary)
- Propeller -- HIGH RPM
- Throttle -- FULL
- Elevator Control -- LIFT NOSE WHEEL (at 50-60 KIAS)
- Climb Speed -- 70 KIAS (flaps 20 degrees)
- 80 KIAS (flaps UP)
- Flaps -- RETRACT

### **NORMAL CLIMB**

- Airspeed -- 85-95 KIAS
- Throttle -- 23" MP or FULL (whichever is less)
- Propeller -- 2400 RPM
- Mixture -- 15 GPH or FULL RICH (whichever is less)
- Fuel Selector Valve -- BOTH
- Cowl Flaps -- OPEN as required

### **MAXIMUM PERFORMANCE CLIMB**

- Airspeed -- 80 KIAS at sea level to 72 KIAS at 10,000'
- Throttle -- FULL
- Propeller -- 2400 RPM
- Mixture -- LEAN
- Cowl Flaps -- OPEN
- Fuel Selector Valve -- BOTH

### **CRUISE**

- Throttle -- 15-23" MP
- Propeller -- 2000-2400 RPM
- Elevator Trim -- ADJUST
- Rudder Trim -- ADJUST
- Mixture -- LEAN
- Cowl Flaps -- CLOSED

### **DESCENT**

- Throttle -- AS DESIRED
- Propeller -- AS DESIRED
- Mixture -- ENRICH as required
- Cowl Flaps -- CLOSED
- Fuel Selector Valve -- BOTH
- Flaps -- AS DESIRED
- 0-10 degrees <140 KIAS
- 10-20 degrees <120 KIAS
- FULL <100 KIAS

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### **BEFORE LANDING**

- Fuel Selector Valve -- BOTH
- Mixture -- RICH
- Propeller -- HIGH RPM
- Landing/Taxi Lights -- ON
- Autopilot -- OFF

### **LANDING**

- Airspeed -- 70-80 KIAS (flaps UP)
- Flaps -- AS DESIRED
- 0-10 degrees <140 KIAS
- 10-20 degrees <120 KIAS
- FULL <100 KIAS
- Airspeed -- 60-70 KIAS (flaps FULL)
- Trim -- ADJUST as desired
- Touchdown -- MAIN WHEELS FIRST
- Landing Roll -- LOWER NOSE WHEEL GENTLY
- Braking -- MINIMUM REQUIRED

### **AFTER LANDING**

- Flaps -- UP
- Cowl Flaps -- OPEN

### **SECURING AIRPLANE**

- Parking Brake -- SET
- Throttle -- IDLE
- Electrical Equipment, Avionics Switch, Autopilot -- OFF
- Mixture -- IDLE CUT-OFF (pulled fully out)
- Ignition Switch -- OFF
- Master Switch -- OFF
- Fuel Selector Valve -- LEFT or RIGHT to prevent crossfeeding

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## **PILOT'S NOTES**

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