### CESSNA 182T CHECKLISTS

### PREFLIGHT INSPECTION

#### 1. Cabin

Pitot Tube Cover ..... REMOVE. Check for pitot stoppage Pilot's Operating Handbook ...... AVAILABLE IN THE AIRPLANE Airplane Weight and Balance ..... CHECKED Parking Brake ..... SET Control Lock ...... REMOVE Ignition Switch ..... OFF Avionics Master Switch ..... OFF Master Switch ..... ON Fuel Quantity ..... CHECK Avionics Master Switch ..... ON Avionics Cooling Fan ...... CHECK AUDIBLY FOR OPERATION Avionics Master Switch ..... OFF Static Pressure Alternate Source Valve ..... OFF Fuel Selector Valve ..... BOTH Wing Flaps ..... EXTEND Pitot Heat ..... ON (Carefully check that pitot tube is warm to the touch within 30 seconds) Pitot Heat ..... OFF Master Switch ..... OFF Baggage Door ..... CHECK, lock with key 2. Empennage

Tail Tie-Down DISCONNECT
Control Surfaces CHECK
freedom of movement and security
Trim Tab CHECK security
Antennas CHECK
for security of attachment and general condition
3. Right Wing Trailing Edge
Aileron CHECK freedom of movement and security
Flap CHECK for security and condition
4. Right Wing
Wing Tie-Down DISCONNECT
Fuel Tank Vent Opening CHECK for stoppage
Main Wheel Tire CHECK for proper inflation and general condition
Fuel Tank Sump Quick Drain Valves DRAIN SAMPLE
Fuel Quantity CHECK VISUALLY for desired Level
Fuel Filler Cap SECURE and VENT UNOBSTRUCTED
5. Nose
Static Source Opening CHECK for blockage
Fuel Strainer Quick Drain Valve DRAIN SAMPLE
Fuel Selector Quick Drain Valve DRAIN SAMPLE
Engine Oil Dipstick/Filler Cap CHECK oil level
then check dipstick/filler cap SECURE
Do not operate with less than four quarts.
Fill to nine quarts for extended flight.

Engine Cooling Air Inlets CLEAR of obstructions
Propeller and Spinner CHECK for nicks and security
Air Filter CHECK for restrictions by dust or other foreign matter
Nose Wheel Strut and Tire CHECK for proper inflation and
general condition
Static Source opening CHECK for blockage
6. Left Wing
Fuel Quantity CHECK VISUALLY for desired Level
Fuel Filler Cap SECURE and VENT UNOBSTRUCTED
Fuel Tank Sump Quick Drain Valves DRAIN SAMPLE
Main Wheel Tire CHECK for proper inflation and general condition
7. Left Wing Leading Edge
Pitot Tube Cover REMOVE and check opening for stoppage
Fuel Tank Vent Opening CHECK for stoppage
Stall Warning Vane CHECK for freedom of movement
With Master Switch on: a sound of the
warning horn confirms system operation
Wing Tie-Down DISCONNECT
Landing/Taxi Light(s) CHECK for condition and cleanliness of cover
8. Left Wing Trailing Edge
Aileron CHECK freedom of movement and security
Flap CHECK for security and condition

# BEFORE STARTING ENGINE Passenger Briefing ...... COMPLETE Seats, Seat Belts, Shoulder Hanrsesses ...... ADJUST and LOCK Brakes ..... TEST and SET Circuit Brakers ...... CHECK IN Avionics Master Switch ..... OFF WARNING The Avionics Master Switch must be OFF during engine start to prevent possible damage to avionics Cowl Flaps ..... OPEN Fuel Selector Valve ..... BOTH NOTE: When air temperatures are below 20F (-6C), the use of an external preheater and an external power source are recommend. STARTING ENGINE (WITH BATTERY) Throttle ..... OPEN 1/4 INCH Propeller ..... HIGH RPM Mixture ..... IDLE CUT-OFF Master Switch ..... ON Priming the engine: Auxiliary Fuel Pump ..... ON Mixture ..... ADVANCE smoothly to FULL RICH achieve stable fuel flow, then

Mixture ..... return to IDLE CUT-OFF

Auxiliary Fuel Pump ..... OFF

## NOTE:

If engine is warm, omit priming procedure above.

Ignition Switch START
(release when engine starts
Mixture ADVANCE smoothly to FULL RICH
when engine fires
NOTE:
If engine floods, place mixture in idle cut off, open throttle
1/2 to full, and crank the engine. When engine fires, advance
mixture to full rich and retard throttle promptly.
Oil Pressure CHECK
Beacon ON
as required
Navigation Lights ON
as required
Avionics Master Switch ON
Wing Flaps RETRACT
STARTING ENGINE (WITH EXTERNAL POWER)
Throttle OPEN 1/4 INCH
Propeller HIGH RPM
Mixture IDLE CUT-OFF
Propeller Area CLEAR
External Power CONNECT
to airplane receptacle
Master Switch ON

Auxiliary Fuel Pump ON
Mixture ADVANCE smoothly to FULL RICH
achieve stable fuel flow, then
Mixture return to IDLE CUT-OFF
Auxiliary Fuel Pump OFF
NOTE:
If engine is warm, omit priming procedure above.
Ignition Switch START
(release when engine starts
Mixture ADVANCE smoothly to FULL RICH
when engine fires
NOTE:
If engine floods, place mixture in idle cut off, open throttle
1/2 to full, and crank the engine. When engine fires, advance
mixture to full rich and retard throttle promptly.
Oil Pressure CHECK
Oil Pressure
External Power DISCONNECT
External Power DISCONNECT from airplane receptacle
External Power
External Power
External Power

## BEFORE TAKEOFF

Parking Brake SET
Passenger Seat Backs MOST UPRIGHT POSITION
Cabin Doors CLOSED and LOCKED
Flight Controls FREE and CORRECT
Flight Instruments CHECK and SET
Fuel Quantity CHECK
Mixture FULL RICH
Fuel Selector Valve RECHECK BOTH
Throttle 1800 RPM
Magnetos CHECK
(RPM drop should not exceed 150 RPM on either
magneto or 50 RPM differential between magnetos)
Propeller CYCLE
from high to low RPM; return to high RPM (full in)
Vacuum Gauge CHECK
Engine Instruments and Ammeter CHECK
Throttle CHECK IDLE
Throttle Friction Lock ADJUST
Strobe Lights ON
as desired
Radios SET
Avionics SET
Autopilot OFF
Trim SET for takeoff
Wing Flaps SET for takeoff
(0 TO 20)
Cowl Flaps OPEN

Brakes RELEASE
NORMAL TAKEOFF
Wing Flaps 0 to 20
Power FULL THROTTLE and 2400 RPM
Mixture RICH
(may be leaned to max power fuel flow placard value)
Elevator Control LIFT NOSE WHEEL
(at 50-60 KIAS)
Climb Speed 70 KIAS (Flaps 20)
80 KIAS (Flaps 0)
Wing Flaps RETRACT
SHORT FIELD TAKEOFF
Wing Flaps 20
Brakes APPLY
Power FULL THROTTLE and 2400 RPM
Mixture LEAN
to obtain max power fuel flow placard value
Brakes RELEASE
Elevator Control MAINTAIN SLIGHTLY
TAIL LOW ATTITUDE
Climb Speed 58 KIAS
(until obstacles are cleared)
Wing Flaps RETRACT
slowly after reaching 70 KIAS
NORMAL ENROUTE CLIMB
Airspeed 85-95 KIAS

Power 23 in.Hg or FULL THROTTLE
(whichever is less) and 2400 RPM
Mixture 15 GPH or FULL RICH
(whichever is less)
Cowl Flaps OPEN
as required
Fuel Selector Valve BOTH
MAX. PERFORMANCE ENROUTE CLIMB
Airspeed 80 KIAS at sea level to 72 KIAS at 10.000 ft
Power FULL THROTTLE and 2400 RPM
Mixture LEAN
according to max Power Fuel Flow placard value
Cowl Flaps OPEN
Fuel Selector Valve BOTH
CRUISE
CRUISE           Power
Power 15-23 in.Hg, 2000-2400 RPM
Power
Power 15-23 in.Hg, 2000-2400 RPM  (no more than 80%)  Elevator Trim ADJUST  Rudder Trim ADJUST  Mixture LEAN  Cowl Flaps CLOSED
Power 15-23 in.Hg, 2000-2400 RPM (no more than 80%)  Elevator Trim ADJUST Rudder Trim ADJUST Mixture LEAN Cowl Flaps CLOSED  DESCENT  Power AS DESIRED

Wing Flaps AS DESIRED
0-10 below 140 KIAS
10-20 below 120 KIAS
20-FULL below 100 KIAS)
BEFORE LANDING
Pilot and Passenger Seat Backs MOST UPRIGHT POSITION
Seats and Seat Belts SECURED and LOCKED
Fuel Selector Valve BOTH
Mixture RICH
Propeller HIGH RPM
Landing Lights ON
Autopilot OFF
NORMAL LANDING
NORMAL LANDING  Airspeed
Airspeed 70-80 KIAS (Flaps UP)
Airspeed
Airspeed . 70-80 KIAS (Flaps UP) Wing Flaps . AS DESIRED  0-10 below 140 KIAS  10-20 below 120 KIAS  20-FULL below 100 KIAS  Airspeed . 60-70 KIAS (Flaps FULL)  Power . REDUCE to idle  as obstacle is cleared  Trim . ADJUST as desired

## SHORT FIELD LANDING

Wing Flaps FULL (below 100 KIAS)
Airspeed 60 KIAS (until Flare)
Trim ADJUST as desired
Touchdown MAIN WHEELS FIRST
Brakes APPLY HEAVILY
ABORTED LANDING
Power FULL THROTTLE and 2400 RPM
Wing Flaps RETRACT TO 20
Climb Speed 55 KIAS
Wing Flaps RETRACT slowly
after reaching a safe altitude and 70 KIAS
Cowl Flaps OPEN
AFTER LANDING
AFTER LANDING Wing Flaps
Wing Flaps UP
Wing Flaps UP
Wing Flaps
Wing Flaps
Wing Flaps UP Cowl Flaps OPEN  SECURING AIRPLANE Parking Brake SET
Wing Flaps UP Cowl Flaps OPEN  SECURING AIRPLANE Parking Brake
Wing Flaps UP Cowl Flaps OPEN  SECURING AIRPLANE  Parking Brake SET Throttle IDLE Avionics Master Switch OFF
Wing Flaps UP Cowl Flaps OPEN  SECURING AIRPLANE  Parking Brake SET Throttle IDLE Avionics Master Switch OFF Mixture IDLE CUT-OFF
Wing Flaps UP Cowl Flaps OPEN  SECURING AIRPLANE  Parking Brake SET Throttle IDLE Avionics Master Switch OFF Mixture IDLE CUT-OFF Ignition Switch OFF
Wing Flaps

EMERGENCY: ENG. FAIL (TAKEOFF ROLL)
Throttle IDLE
Brakes APPLY
Wing Flaps RETRACT
Mixture IDLE CUT-OFF
Ignition Switch OFF
Master Switch OFF
EMERGENCY: ENG. FAIL (TAKEOFF)
Airspeed 75 KIAS (Flaps UP)
70 KIAS (Flaps DOWN)
Mixture IDLE CUT-OFF
Fuel Selector Valve PUSH DOWN and ROTATE TO OFF
Ignition Switch OFF
Wing Flaps AS REQUIRED
(FULL recommended)
Master Switch OFF
Cabin Doors UNLATCH
Land STRAIGHT AHEAD
EMERGENCY: ENG. FAIL (FLIGHT/RESTART)
Airspeed
(best glide speed)
Fuel Selector Valve BOTH
Auxiliary Fuel Pump ON
Mixture RICH
(if restart has not occured)
Ignition Switch BOTH
(or START if propeller is stopped)

# EMERGENCY: FORCED LANDING W/O POWER Passenger Seat Backs ..... MOST UPRIGHT POSITION Seats and Seat Belts ..... SECURE Airspeed ...... 75 KIAS (Flaps UP) 70 KIAS (Flaps DOWN) Mixture ..... IDLE CUT-OFF Fuel Selector Valve ...... PUSH DOWN and ROTATE TO OFF Ignition Switch ..... OFF Wing Flaps ..... AS REQUIRED (FULL recommended) Master Switch ..... OFF (when landing is assured) Cabin Doors ...... UNLATCH PRIOR TO TOUCHDOWN Touchdown ...... SLIGHTLY TAIL LOW Brakes ..... APPLY HEAVILY EMERGENCY: PRECAUTIONARY LANDING WITH POWER Passenger Seat Backs ..... MOST UPRIGHT POSITION Seats and Seat Belts ..... SECURE Airspeed ...... 75 KIAS Wing Flaps ..... 20 Selected Field ..... FLY OVER, noting terrain and obstructions then retract flaps upon reaching a safe altitude and airspeed Wing Flaps ..... FULL (on final approach) Airspeed ...... 70 KIAS

Cabin Doors ...... UNLATCH PRIOR TO TOUCHDOWN

Touchdown SLIGHTLY TAIL LOW
Ignition Switch OFF
Master Switch OFF
Brakes APPLY HEAVILY
EMERGENCY: DITCHING
Radio TRANSMIT MAYDAY on 121.5 MHz
giving location and intentions and SQUAWK 7700
Heavy Objects (in baggage area) SECURE OR JETTISON (if possible)
Passenger Seat Backs MOST UPRIGHT POSITION
Seats and Seat Belts SECURE
Wing Flaps 20 to FULL
Power ESTABLISH 300 FT/MIN DESCEND AT 65 KIAS
NOTE:
If no power is available, approach at 70 KIAS
with flaps up or at 65 KIAS with 10 flaps.
with flaps up or at 65 KIAS with 10 flaps.  Approach High Winds, Heavy Seas INTO THE WIND
Approach High Winds, Heavy Seas INTO THE WIND
Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS
Approach High Winds, Heavy Seas INTO THE WIND  Light Winds, Heavy Swells PARALLEL TO SWELLS  Cabin Doors
Approach
Approach
Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Cabin Doors UNLATCH Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT Face CUSHION at touchdown with folded coat ELT Activate
Approach High Winds, Heavy Seas INTO THE WIND Light Winds, Heavy Swells PARALLEL TO SWELLS Cabin Doors UNLATCH Touchdown LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT Face CUSHION at touchdown with folded coat ELT Activate Airplane EVACUATE through cabin doors.