

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

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

Preflight Inspection COMPLETE
Passenger Briefing COMPLETE
Seats, Seat Belts, Shoulder Harnesses ADJUST and LOCK
Brakes TEST and SET
Circuit Breakers 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 recommended.

STARTING ENGINE (WITH BATTERY)

Throttle OPEN 1/4 INCH
Propeller HIGH RPM
Mixture IDLE CUT-OFF
Propeller Area CLEAR
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

Priming the engine:

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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
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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
External Power	DISCONNECT
	from airplane receptacle
Beacon	ON
	as required
Navigation Lights	ON
	as required
Avionics Master Switch	ON
Wing Flaps	RETRACT

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

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
Mixture ENRICHEN as required
Cowl Flaps CLOSED
Fuel Selector Valve BOTH

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

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
Touchdown MAIN WHEELS FIRST
Landing Roll LOWER NOSE WHEEL GENTLY
Braking MINIMUM REQUIRED

SHORT FIELD LANDING

EMERGENCY: ENG. FAIL (TAKEOFF ROLL)

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Throttle ..... IDLE
Brakes ..... APPLY
Wing Flaps ..... RETRACT
Mixture ..... IDLE CUT-OFF
Ignition Switch ..... OFF
Master Switch ..... OFF
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EMERGENCY: ENG. FAIL (TAKEOFF)

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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
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EMERGENCY: ENG. FAIL (FLIGHT/RESTART)

[illegible]

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

EMERGENCY: DITCHING

NOTE:

Life Vets and Raft INFLATE WHEN CLEAR OF AIRPLANE