

CESSNA 182S 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

AND ENSURE LOW FUEL ANNUNCIATORS

(L LOW FUEL R) are EXTINGUISHED

Avionics Master Switch ON
Avionics Cooling Fan CHECK AUDIBLY FOR OPERATION
Avionics Master Switch OFF
Static Pressure Alternate Source Valve OFF
Annunciator Panel Switch PLACE AND HOLD IN TST POSITION

and ensure all annunciators illuminate

Annunciator Panel Switch RELEASE

check that appropriate annunciators remain on

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

Preflight Inspection COMPLETE
Passenger Briefing COMPLETE
Seats, Seat Belts, Shoulder Harnesses ADJUST and LOCK
Brakes TEST and SET
Circuit Breakers CHECK IN
Electrical Equipment OFF

WARNING

**The Avionics Master Switch must be OFF during Engine
start to prevent possible damage to avionics**

Avionics Master Switch OFF
Autopilot OFF
Cowl Flaps OPEN
Fuel Selector Valve BOTH
Avionics Circuit Breakers CHECK IN

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

Radios 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:

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
External Power DISCONNECT

from airplane receptacle

Beacon ON
as required
Navigation Lights ON
as required
Avionics Master Switch ON
Radios 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
Annunciator Panel CHECK

Ensure no annunciators are illuminated

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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

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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

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

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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

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SHORT FIELD LANDING

| | |
|------------------|-----------------------|
| Airspeed | 70-80 KIAS (Flaps UP) |
| Wing Flaps | FULL (below 100 KIAS) |
| Airspeed | 60 KIAS (until Flare) |
| Trim | ADJUST as desired |
| Touchdown | MAIN WHEELS FIRST |
| Brakes | APPLY HEAVILY |

ABORTED LANDING

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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
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AFTER LANDING

Wing Flaps UP

Cowl Flaps OPEN

SECURING AIRPLANE

Parking Brake SET
Throttle IDLE
Electrical Equipment OFF
Avionics Master Switch OFF
Autopilot OFF
Mixture IDLE CUT-OFF
Ignition Switch OFF
Master Switch OFF
Control Lock INSTALL
Fuel Selector Valve LEFT or RIGHT
to prevent cross feeding

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 75 KIAS
(best glide speed)
Fuel Selector Valve BOTH
Auxiliary Fuel Pump ON
Mixture RICH
(if restart has not occurred)
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
Avionics Master Switch OFF
Electrical Equipment OFF
Wing Flaps FULL
(on final approach)
Airspeed 70 KIAS
Master Switch OFF
Cabin Doors UNLATCH PRIOR TO TOUCHDOWN
Touchdown SLIGHTLY TAIL LOW
Ignition 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.

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.

 If necessary, open window and flood cabin
 to equalize pressure so doors can be opened.

Life Vets and Raft INFLATE WHEN CLEAR OF AIRPLANE