

# Cessna 182P CHECKLIST

## BEFORE STARTING ENGINE

Preflight Inspection	<b>COMPLETE</b>
Seats, Seatbelts, Shoulder Harnesses	<b>ADJUSTED/LOCKED</b>
Brakes	<b>TEST/SET</b>
Circuit Breakers	<b>CHECK IN</b>
Radios & Elec Equip	<b>OFF</b>
Master Switch	<b>ON</b>
Beacon	<b>ON</b>
Fuel Selector Valve	<b>FULLEST TANK / BOTH</b>
Cowl Flaps	<b>OPEN</b>

## STARTING ENGINE

Mixture	<b>RICH</b>
Propeller	<b>HIGH RPM</b>
Throttle	<b>OPEN ½ INCH</b>
Carb Heat	<b>OFF (IN)</b>
Primer	<b>AS REQUIRED</b>
Propeller Area	<b>CLEAR</b>
Ignition Switch	<b>START</b>
Throttle	<b>IDLE</b>
Oil Pressure	<b>CHECK</b>
Avionics	<b>ON</b>

## BEFORE TAKEOFF

Parking Brake	<b>SET</b>
Cabin Doors & Windows	<b>CLOSED/LOCKED</b>
Cowl Flaps	<b>OPEN</b>
Flight Controls	<b>FREE/CORRECT</b>
Flight Instruments	<b>CHECK</b>
Fuel Selector Valve	<b>FULLEST TANK / BOTH</b>
Mixture	<b>RICH</b>
Trims	<b>SET FOR T/O</b>

### First Start Of The Day.

Throttles	<b>1700RPM</b>
Magnetos	<b>CHECK</b> (150 RPM MAX DROP/ 50 RPM DIFF.)
Propeller	<b>CYCLE</b> (Cycle High to Low RPM 3 times)
Engine Inst./Amp Gage	<b>CHECK</b>
Suction	<b>CHECK</b> (4.6-5.4 In. Hg.)
Carb Heat	<b>CHECK</b>
Throttles	<b>1000 RPM</b>
Radios	<b>SET</b>
Parking Brake	<b>RELEASE</b>

### Runway Lineup-----

Transponder	<b>ON</b>
Strobes	<b>ON</b>
Landing Lights	<b>ON</b>
Heading	<b>CHECKED/SET</b>

## TAKE OFF

Wing Flaps	<b>As Required</b>
Power	<b>FULL THROTTLE</b>
Elevator Control	<b>SLIGHT TAIL LOW ATT.</b>
Climb	<b>Vx</b> (UNTIL ALL OB. CLR)
Wing Flaps	<b>UP</b> (AFTER OB. CLEAR)

## CLIMB

Airspeed	<b>90-100 MPH</b>
Power	<b>23 In. 2450 RPM</b>
Cowl Flaps	<b>OPEN</b> (As Required)
Landing Lights	<b>As Required</b>

## CRUISE

Power	<b>22 In. 2200 RPM</b>
Mixture	<b>LEAN</b> (Above 3000ft.)
Trim	<b>ADJUST</b>
Cowl Flaps	<b>CLOSE</b>

## BEFORE LANDING

Fuel Selector Valve	<b>FULLEST TANK / BOTH</b>
Mixture	<b>RICH</b>
Propeller	<b>HIGH RPM</b>
Carb Heat	<b>ON</b>
Landing Lights	<b>ON</b>

## LANDING

Airspeed	<b>85-95 MPH (FLAPS UP)</b>
Airspeed	<b>80-90 MPH (FLAPS FULL)</b>
Flaps	<b>FULL</b>
Elevator Trim	<b>ADJUST</b>
Braking	<b>MINIMUM REQUIRED</b>

## AFTER LANDING

Flaps	<b>RETRACT</b>
Cowl Flaps	<b>OPEN</b>
Lights	<b>AS REQUIRED</b>
Strobes	<b>OFF</b>
Transponder	<b>STBY</b>
Trim	<b>RESET FOR T/O</b>

## SECURING AIRPLANE

Parking Brake	<b>SET</b>
Avionics	<b>OFF</b>
Mixture	<b>CUT OFF</b>
Ignition Switch	<b>OFF</b>
Master Switch	<b>OFF</b>
Control Lock	<b>INSTALL</b>

## PASSENGER BRIEFING

- **Proper use of seat belts & Shoulder Harnesses**
- **Seat backs upright before takeoff & landing**
- **Location & use of passenger doors and emergency exits**
- **Location of survival equipment**
- **Location of ELT & its operation**
- **Location and operation of fire extinguisher**
- **No Smoking**

## ENGINE FAILURES

### ENGINE FAILURE DURING T/O RUN

Throttle	IDLE
Brakes	APPLY
Flaps	RETRACT
Mixture	CUT OFF
Ignition Switch	OFF
Master Switch	OFF

### ENGINE FAILURE IMMEDIATELY AFTER T/O

Airspeed	BEST GLIDE 80 MPH
Mixture	CUT OFF
Fuel Selector Valve	OFF
Ignition Switch	OFF
Flaps	FULL
Master Switch	OFF

## FORCED LANDINGS

### EMERGENCY LANDING W/O ENGINE POWER

Airspeed	BEST GLIDE
Mixture	IDLE CUT OFF
Fuel Selector Valve	OFF
Ignition Switch	OFF
Flaps	FULL
Master Switch	OFF
Doors	UNLATCH PRIOR TO LANDING
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY

### PRECAUTIONARY LANDING W/ ENG. PWR.

Airspeed	WITH IN FLAP RANGE
Flaps	20 DEG / 75 MPH
Selected Field	CHECK LANDING SITE
Avionics	OFF
Flaps	FULL
Airspeed	75 MPH
Flaps	FULL
Doors	UNLATCH
Landing Assured	MASTER & IGNITION OFF
Touch Down	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY

### DITCHING

Radios	MAY DAY (121.5)
Flaps	FULL
Approach	HIGH WINDS (INTO THE WIND) LIGHT WIND (PARALLEL)

### SWELLS)

Power	300 FT PER MIN. DESCENT
Doors	UNLATCH
Touchdown	LEVAL ATTITUDE (300 FT PER MIN)
Face	CUSHION AT TOUCH DOWN
Airplane	EVACUATE

## FIRES

### DURING GROUND START

Ignition Switch	START (Continue Cranking until start)
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#### IF ENGINE STARTS:

Power	1700 RPM (FEW MINUTES)
Engine	SHUT DOWN

#### IF ENGINE FAILS TO START:

Ignition Switch	CONTINUE CRANKING
Throttle	FULL OPEN
Mixture	CUT OFF
Engine	SECURE

Ignition Switch	OFF
Master	OFF
Fuel Selector	OFF
Fire Extinguisher	OBTAIN / FIGHT FIRE

## ENGINE FIRE IN FLIGHT

Mixture	IDLE CUT OFF
Fuel Selector Valve	OFF
Master Switch	OFF
Cabin Heat/Air	CLOSED
Airspeed	BLOW OUT FIRE
Forced Landing	EXECUTE

## ELECTRICAL FIRE IN FLIGHT

Master Switch	OFF
Avionics	OFF
All Switches (Except Ignition)	OFF
Vents, Cabin Air, Heat	CLOSED
Fire Extinguisher	ACTIVATE
If fire appears out and electrical is necessary for the continuance of Flight:	
Master Switch	ON
Circuit Breakers	CHECK
Radio Switches	OFF
Avionics Pwr Switch	ON
Radio/ Switches	ON (ONE AT A TIME)
Vents, Cabin Air, Heat	OPEN

## CABIN FIRE

Master Switch	OFF
Vents, Cabin Air, Heat	CLOSED
Fire Extinguisher	ACTIVATE

## STATIC SOURCE BLOCKAGE

### (Erroneous Instrument Reading Suspect)

Vents & Windows	CLOSED
Alt. Static Source	PULL ON
Airspeed	CONSULT CALIBRATION TBL

## LANDING WITH FLAT MAIN TIRE

Flaps	FULL
Approach	NORMAL
Touchdown	GOOD TIRE FIRST

## ELECTRICAL POWER SUPPLY SYSTEM MALFUCTION

## AMMETER SHOWS EXCESSIVE RATE OF CHARGE

Alternator	OFF
Alternator Circuit Breaker	PULL
Non-Essential Electric	OFF
Flight	TERMINATE FLIGHT ASAP

## LOW VOLTAGE LIGHT ILLUMINATES DURING FLIGHT

Avionics Power Switch	OFF
Alternator Circuit Breaker	CHECK IN
Master Switch	OFF
Master Switch	ON
Low Voltage Light	CHECK OFF
Avionics Power Switch	ON
If Low Voltage Light Illuminates Again:	
Alternator	OFF
Non-Essential Radio/Electric	OFF
Flight	TERMINATE FLIGHT ASAP