

Civil Air Patrol

Cessna: C182T (NAVIII)

CVD: 30 Dec 15 (G1000 & GFC700)

Preflight Cabin

1. AIF...Review all & Inspect for Airworthiness.
2. Pitot Tube Cover...Remove & Check Clear.
3. Documents..... AROW in airplane
4. POH & Garmin G1000™ Cockpit Ref. Guide..... Accessible to Pilot.
5. Parking Brake.....Set.
6. Control/Avionics Lock..... Remove

WARNING

When the master switch is on, using an external power source, or manually rotating the propeller, treat the propeller as if the magnetos switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller since a loose or broken wire, or a component malfunction could cause the engine to start.

7. MAGNETOS Switch.....Off.
8. Avionics Switch (BUS 1&2).....Off.
9. MASTER Switch (ALT & BAT)..On.
10. Primary Flt Display.....Verify On.
11. Hobbs & Tach Time.....Record.
12. FUEL QTY (L&R)..... Check.
13. LOW FUEL Annunciators.....Off.
14. OIL PRESS Annunciator....Verify On.
15. LOW VAC Annunciator...Verify On.
16. AVIONICS Switch (BUS 1).....On.
17. Forward Avionics Fan...Check On (Listen).
18. AVIONICS Switch (BUS 1).....Off.
19. AVIONICS Switch (BUS 2).....On.
20. Aft Avionics Fan....Check On (Listen).
21. AVIONICS Switch (BUS 2).....Off.
22. PITOT HEAT Switch.....On.
23. PITOT HEAT/Stall Warning... Check.
24. PITOT HEAT Switch.....Off.
25. Stall Warning System..... Check.
26. LOW VOLTS Annunciator...Check On.
27. Flap motor..... Check at 10°-20°.
28. Exterior lights..... Check then off.
29. MASTER Switch (ALT & BAT).....Off.
30. Elevator & Rudder Trim.... Takeoff position.
31. FUEL SELECTOR Valve..... Both.
32. ALT STATIC AIR Valve.....Off (Push In).
33. Fire Extinguisher .Check (Verify green).

Preflight Empennage

1. Baggage Door.....Check (Secure).
2. Rudder Gust Lock.....Remove.
3. Tail Tie-Down..... Disconnect.
4. Tail Streamer..... Remove.
5. Control Surfaces.....Check.
6. Trim Tab..... Check for security.
7. Antennas..... Check.

Preflight Right Wing trailing edge

1. Flap.....Check Condition.
2. Aileron..... Check Movement.
3. Wingtip/LightsCheck Condition.

Preflight Right Wing

1. Wing Tie Down..... Disconnect.
2. Fuel Tank Vent Opening..... Check.
3. Main Wheel Tire (42 PSI)....Check.
4. Brake.....Check Visually.
5. Chocks.....Remove & Stow.
6. Fuel Tank Sump Quick Drain Valves (5).....Drain.

See Fuel Contamination Warning in the POH.

7. Fuel Quantity.....Check Visually
8. Fuel Filler Cap...Secure and Vent Clear

Nose

1. Static Source Opening (Right).....Check.
2. Fuel Strainer Quick Drain Valves (3)....Drain.

See Fuel Contamination Warning in the POH.

3. Engine Cooling Air Inlets.....Check.
4. Propeller & Spinner..... Check.
5. Air Filter..... Check.
6. Nosewheel Strut/Tire(49PSI)Check.
7. Tow Bar/Chocks...Remove & Stow.
8. Engine Cooling Outlets.....Clear.
9. Engine Oil Dipstick.....Check oil level & secure (4 qt min., 9 qt for extended flights).
10. Static Source (Left).....Check.

Preflight Left Wing Leading Edge

1. Fuel Tank Vent Opening..... Check.
2. Stall Warning Vane... Check.
3. Land/Taxi light(s)...Check condition.
4. Wingtip/Lights.....Check Condition.

Preflight Left Wing

1. Wing Tie-down..... Disconnect.
2. Left Fuel Quantity ... Visually Check.
3. Fuel Filler Cap.....Secure & Vent Clear.
4. Fuel Tank Sump Quick Drain Valves (5)..... Drain.

See Fuel Contamination Warning in the POH.

5. Main Wheel Tire (42 PSI).....Check.
6. Brake.....Check Visually.
7. Chocks.....Remove & Stow.

Preflight Left Wing Trailing Edge

1. Left Aileron.....Check Movement.
2. Left Flap.....Check Condition.
3. Baggage Door...Re-check (Secure).

Before Starting Engine

1. Preflight Inspection.....Complete.

PASSENGER BRIEF

1. Seat Belts / Shoulder Harness
2. Personal Electronic Devices off
3. Air Vents / Comfort
4. Fire Extinguisher Location / Operation
5. Emergency Procedures & Exits

MISSION BRIEF

1. Mission Objective
2. Destination, WX, Route, Alt, ETE
3. NOTAMS
4. Crew Coordination & CRM
5. Sterile Cockpit Procedures
6. Cockpit Layout
7. Intercom & Radio Usage
8. Seats, Seatbelts, Doors
9. Emergency Action & Equipment

2. Passenger Brief.....Complete.
3. Sterile Cockpit.....Comply.
4. Seats / Belts / Shoulder Harness Adjust and lock, check inertial reels.
5. Brakes..... Test & Set.
6. Circuit Breakers.....Check In.
7. Electrical Equipment..... Off.

Caution (See Complete Caution in POH) The avionics switch (Bus 1 and 2) must be off during engine start to prevent possible damage to avionics.

8. Avionics Switch (Bus 1&2).....Off.
9. Cowl Flaps.....Open.
10. Fuel Selector Valve..... Both.

Starting Engine (Using Battery)

1. Throttle Control..... Open ¼ Inch.
2. Propeller Control..... High RPM.
3. Mixture Control.....Idle Cut Off.
4. Stby Batt Switch..... Test and Arm Hold for 10 seconds, verify that green test lamp does not go out, then ARM and verify that PFD comes on).
5. Engine Indicating System....Check. parameters, (verify no red X's through ENGINE page indicators).
6. Bus E Volts.....24 volts min.
7. M Bus Volts...Verify 1.5 volts or less.
8. Batt S Amps..... Discharge (neg).
9. Stby Batt Annunciator..... On.
10. Propeller Area..... Clear.
11. Master Switch (Alt and Bat)..... On.
12. Beacon Light Switch...On as required.

Note

If engine is warm, omit priming procedure of steps 13, 14 and 15 below.

13. Fuel Pump Switch..... On.
14. Mixture Control...Advance to Full Rich, wait until fuel flow indication is stable, and then return to idle cut off position.
15. Fuel Pump Switch..... Off.
16. Magnetos Switch..... Start.
17. Mixture Control.... Advance to full rich when engine starts.

Note

If the engine floods, place the mixture control in the Idle Cut Off position, open the throttle control ½ to full, and engage the starter motor (Start). When the engine starts, advance the mixture control to the Full Rich position and retard the throttle control promptly.

18. Oil Pressure.....Check.
19. Amps (M Batt & Batt S).....Check. charge (positive).
20. Low Volts Annunciator.... Verify Off.
21. Nav Lights Switches..... On as req.
22. Avionics Switch (Bus1&2)..... On.
23. Mission Master Switch.....On.
24. Transponder... TEST/Code Set/ALT.
25. Check MFD for correct A/C type and Navigation database expiration dates, then press ENT.
26. Fuel Totalizer.....Reset.
27. ATIS / AWOS.....Copy.
28. G1000 Flight Plan...Enter as Req'd.
29. Altimeters: PFD & Standby.....Set.

Taxi

1. Brakes..... Test.
2. Heat / Vents / Defrost..As Required.
3. Attitude Indicator. Verify Proper Ops.
4. Turn Coordinator. Verify Proper Ops.
5. HSI & Compass....Verify Proper Ops.
6. Mixture Lean for Max RPM.

Before Takeoff - Run-Up

1. Parking Brake Set.
2. Pilot & Pax Seat Backs Upright pos.
3. Seats and Seat Belts..... Secure.
4. Cabin DoorsClosed and Locked.
5. Flight ControlsFree & Correct.
6. Flight Instruments Check no red Xs.
7. Altimeters Recheck:
 - PFD (Baro) Set.
 - Standby Altimeter Set.
8. ALT SEL..... Set.
9. Standby Flight Instruments .. Check.
10. Fuel Quantity Check.

Note 1

Flight is not recommended when both fuel quantity indicators are in the yellow arc range.

11. Mixture.....Rich.
12. Fuel Selector ValveSet BOTH.
13. Autopilot.....ENGAGE verify canoverpower in pitch and roll
14. Autopilot Trim DISC Button verify aural alert and.....Off.
15. Flight DirectorOff.
16. Electric/Manual Trim.....Check.
17. Elevator & Rudder Trim for Takeoff.
18. Throttle Control..... 1800 RPM.
 - Magnetos Switch. Check (RPM drop 175 or 50 differential between magnetos.)
 - Prop Control..Cycle from high to low RPM, return to high RPM.
 - VAC Indicator Check.
 - Engine Indicators.....Check.
 - Ammeters & Voltmeters.Check.
19. Annunciators...Check (none shown).
20. Throttle Check Idle.
21. Throttle 1000 RPM or less.
22. Throttle Friction Lock..... Adjust.
23. Mixture...Ground Lean as Required.
24. Com Frequency(s)..... Set.
25. Nav Frequency(s)..... Set.

26. FMS/GPS Flight Plan...As Desired. NOTE: Check GPS 1 & 2 status
27. XPDR (Transponder)...Code Set/ALT.
28. CDI Softkey..... Select NAV source.

Caution: (See Full Caution in POH) The G1000 HSI does not provide a warning "Flag". The missing D-Bar is considered to be the warning flag.

WARNING
(See Full Warning in POH)
Interruption of NAV signal to the autopilot will cause autopilot to revert to ROL mode with NO warning chime or PFD annunciation.

29. Cabin Power 12V Switch.....Off.
30. Wing Flaps.. UP 0°-20° (10° preferred).
31. Cowl Flaps Open.
32. Cabin Windows.. Closed & Locked.
33. Strobe/Pulse Lights Switch On.
34. Brakes..... Release.

Takeoff

1. Flaps0°-20° (10° preferred).
 - Short Field T.O..... 20° Flaps / 58 KIAS Until Clear.
 - Soft Field T.O..... 20° Flaps/Ground Effect ASAP.
2. Throttle Control Full.
3. Propeller Control 2400 RPM.
4. Mixture Control Full Rich (above 5000 ft. alt., lean for max. RPM.)
5. Rotate 50-60 KIAS.
6. Normal Climb Speed..... 80 KIAS.
7. Flaps..... Retract above 70 KIAS. At safe altitude

After Takeoff and Climb

1. Airspeed..... 85-95 KIAS.
2. Throttle.....23 Inches or Full. (If less than 23 in. Hg.)
3. Propeller Control 2400 RPM.
4. Mixture..... 15 GPH or Full Rich (If less than 15 GPH).
5. Fuel Selector Valve ...Both
6. Cowl Flaps Open or as required.
7. Mission Master Switch.....On.
8. Sterile Cockpit.....Terminate.

Cruise

1. Power...15-23 In. at 2000-2400 RPM (no more than 80%).
2. Elevator & Rudder Trim Adjust.
3. Mixture Lean.
4. Cowl Flaps Close.
5. FMS/GPS..... Review & Brief.
6. Auto Pilot.....As desired.

Descent

1. PowerAs Desired.
2. Mixture Adjust as necessary.
3. Cowl Flaps Closed.
4. Altimeters:
 - PFD (Baro) Set.
 - Standby Altimeter..... Set.
5. G1000 Alt Select Set.
6. CDI Softkey...Select NAV source.
7. FMS/GPS Review & Brief.

See Caution in Before Takeoff Run-up.

See Warning in Before Takeoff-Run-up.

8. Fuel Selector Valve Both.
9. Wing Flaps As desired.

Before Landing

1. Sterile Cockpit.....Comply.
2. Pilot & Passenger Seat Backs.....Upright Position.
3. Seats & Seat Belts.....Secured & Locked.
4. Fuel Selector..... Both.
5. Mixture Control..... Rich.
6. Propeller Control High RPM.
7. Landing & Taxi Light Switches.On.
8. Autopilot Off.
9. Cabin 12V Power Switch.....Off.

Normal Landing

1. Airspeed... 70-80 KIAS (Flaps Up).
2. Wing FlapsAs Desired.
3. Airspeed.. 60-70 KIAS (Full Flaps).
4. Trim..... Adjust.
5. Touchdown Main Wheels First.
6. Landing Roll...Gently Lower Nose.
7. Braking..... Min Required.

Balked Landing

1. Power...Full Throttle Control & 2400 RPM.
2. Go Around Button.....Press.
3. Wing Flaps..... RETRACT to 20°
4. Climb Speed55 KIAS.
5. Wing Flaps-Retract Slowly (above 70 KIAS).
6. Cowl Flaps Open.

After Landing (Clear of Runway)

1. Wing Flaps Up.
2. Cowl Flaps..... Open.
3. Lights.....As Required.
4. Pitot Heat.....Off.
5. Mixture...Lean as desired for GND Ops.

Securing Aircraft

1. Parking Brake..... Set.
2. ELT 406 MHzCheck.
3. Throttle Control (1800 for 15 secs) then Idle (if clear behind & practicable).
4. Electrical EquipmentOff.
5. Avionics Switch (Bus 1&2)Off.
6. Magnetos Check for Ground.
7. Mixture Idle Cut-Off.
8. Sterile Cockpit..... Terminate
9. Magnetos (Ignition) Switch Off.
10. Master Switch (ALT/BAT)..... Off.
11. Hobbs, Tach and Fuel.....Record.
12. Stby Batt Switch Off.
13. Control/Avionics Lock..... Install.
14. Cowl Flaps Closed.
15. Fuel Selector Left or Right.
16. Chocks.....Install.
17. Parking Brake Off.
18. Aircraft..... Secured & Locked.
19. Flight Plan & FRO Closed.

General...

- EMERGENCY.....121.50
- Unicom..... 122.70-122.80-122.95 123.00-123.05
- Multicom 122.90
- Flight Service 122.20 (Most Common) 122.10-122.60-123.60
- Air to Air 122.75-122.85-123.45

Transponder Codes

- VFR Transponder.....1200
- Lost Comm.....7600
- Emergency.....7700
- Hijack.....7500

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.