

## CESSNA 182S CHECKLISTS

### PREFLIGHT INSPECTION

#### 1. Cabin

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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**

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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**

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Aileron ..... CHECK freedom of movement and security  
Flap ..... CHECK for security and condition

## **4. Right Wing**

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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**

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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**

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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**

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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

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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