

INTERIOR

- Required Documents Check (Arrow)
- Flight Time Log Record Tach Time
- Maintenance Log Note Discrepancies
- Notices Log Review Notices
- Landing Gear Lever Down
- Control Lock Remove
- Ignition Switch Off
- Avionics Master Switch Off
- Master Switch On
- Fuel Quantity Indicators Check Quantity
- Landing Gear Position
 Indicator Light (Green) Illuminated
- Stall Warning Horn Check
- Lights Int/Ext Off - Day Flight
 Int/Ext - Check Night Flight
- Master Switch Off
- Fuel Tank Selector Both
- Cowl Flaps Cycle
- Fire Extinguisher Check
- Windows Check Cleanliness

EXTERIOR

- Left Strut & Brake Assembly Check
- Left Main Tire Check / 68 PSI
- Empennage Left & Antennas Top side Check
- Vertical Stabilizer Check
- Horizontal Stabilizer Check
- Left Elevator Check
- Rudder Check
- Tail Antennas & Lights Check
- Tail Tiedown Remove
- Right Elevator Check
- Trim Tab Secure / Maximum Play 1/4 In.
- Right Horizontal Stabilizer Check
- Vertical Stabilizer Check
- Empennage Right & Antennas Bottom Check
- Top Wing Surface & Antennas Check
- Right Strut & Brake Assembly Check

TAXIING

- Lean mixture
 - Magnetic Compass, Turn and Bank Indicator, Heading Indicator Check
- Proper Movement

BEFORE TAKEOFF

- Cabin Doors & Windows Closed and Locked
- Brakes Set
- Flight Controls Free & Correct

- Flight Instruments Set
- Fuel Selector Both
- Cowl Flaps Open
- Elevator, Rudder Trim Set For Takeoff
- Mixture Rich
- Auxiliary Fuel Pump On, Check For Rise
In Fuel Pressure, Then

Off

- Throttle 1700 RPM
- Mixture Lean For RPM Increase
- Magnetos Check - 175 RPM Drop Either Mag.
50 RPM Maximum Differential
- Carburetor Heat Check RPM Drop
- Propeller Cycle
- Engine Instruments & Ammeter Check
- Suction Gage Check
- Throttle 800 to 1000 RPM
- Flaps 0° To 20°
- Seats, Seat belts, Shoulder Harnesses Secure
- Landing Light, Nav Lights On - As Required
- Radios Set
- Transponder On ALT

NORMAL TAKEOFF

- Autopilot Off
- Mixture Full Rich
- Flaps 0° To 20°
- Carburetor Heat Cold
- Power Full Throttle, 2400 RPM
- Rotate 50 KIAS
- Climb Speed 70 KIAS, Flaps 20°
80 KIAS, Flaps UP
- Brakes Apply Momentarily When Airborne
- Landing Gear Retract In Climb Out
- Flaps Retract

SHORT FIELD TAKEOFF

- Flaps 20°
- Carburetor Heat Cold
- Brakes Apply
- Power Full Throttle, 2400 RPM
- Mixture Lean For Best Power
- Brakes Release
- Elevator Slightly Tail Low
- Climb Speed 55 KIAS Until Clear Of Obstacles
- Landing Gear Retract After Clear Of Obstacles
- Wing Flaps Retract Slowly After Reaching 75 KIAS

NORMAL CLIMB/ ENROUTE CLIMB

- Airspeed 90-100 KIAS

- Power 23 Inches HG & 2400 RPM
- Fuel Selector Both
- Mixture Lean Above 3000 Feet
- Cowl Flaps Open As Required

MAXIMUM PERFORMANCE CLIMB

- Airspeed 88 KIAS At Sea Level To
74 KIAS at 10,000 Feet
- Power Full Throttle, 2400 RPM
- Fuel Selector Both
- Mixture Lean Above 3000 Feet
- Cowl Flaps Full Open

CRUISE

- Power No More Than 65% - 15 To 23 Inches MAP
2100 To 2400 RPM
- Cowl Flaps Closed
- Elevator And Rudder Trim Adjust
- Mixture Lean 50° To 75° Rich Of Peak

SECURING AIRPLANE

- Window Coverings Install
- Wheel Chocks Install If Available
- Pitot Tube Cover Install As Needed
- Tiedowns Secure
- Propeller Rotate To Horizontal
- Doors and Baggage Compartment Locked

C182 EMERGENCY PROCEDURES CHECKLIST

AIRSPEDS FOR EMERGENCY OPERATION

- Best Glide Speed 80 MPH
- Maneuvering Speed 126 MPH at 2950 lbs.
- Never Exceed Speed 198 MPH
- Stall Speed 64 MPH / Power Off, Flaps Up
57 MPH / Power Off, Flaps Down
91 MPH / Power Off, 60 Degrees Bank, Flaps Up

ENGINE FAILURE DURING TAKEOFF RUN

- Throttle Idle
- Brakes Apply

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

- Airspeed 75 MPH / Flaps Up
69 MPH / Flaps Down
- Mixture Idle Cutoff
- Fuel Selector Valve Off

- Wing Flaps As required
- Ignition Switch Off
- Master Switch Off

ENGINE FAILURE DURING FLIGHT

- Airspeed 80 MPH
- Carburetor Heat On
- Fuel Selector Valve Both
- Mixture Rich
- Ignition Switch Left, Right, Or Both
Or Start If Prop Stopped
- Primer In and Locked
- If Engine Fails To Start:
- Transponder On, Squawk 7700
- Radio 121.5 MHZ / Transmit Mayday Message
- Landing Select suitable landing site
Execute Emergency-Landing-Without-Engine-Power Checklist

EMERGENCY LANDING WITHOUT ENGINE POWER

- Airspeed 80 MPH - Flaps Up
69 MPH - Flaps Down
- Mixture Idle Cut-Off
- Fuel Selector Valve Off
- Ignition Switch Off
- Wing Flaps As Required
- Master Switch Off
- Doors Unlatch Prior To Touchdown
- Touchdown Slightly Tail Low
- Brakes Apply Heavily

PRECAUTIONARY LANDING WITH ENGINE POWER

- Wing Flaps 20 Degrees
- Airspeed 75 MPH
- Select Field Fly over, note terrain, hazards,
retract flaps upon reaching safe altitude and airspeed
- Radios and Electrical Switches Off
- Wing Flaps 40 Degrees - On Final Approach
- Airspeed 69 MPH
- Master Switch Off
- Doors Unlatch Prior To Touchdown
- Touchdown Slightly Tail Low
- Mixture Idle Cut-Off
- Ignition Switch Off
- Brakes Apply Heavily

DITCHING

- Radio 121.5 / Transmit Mayday Message
- Transponder On, Squawk 7700
- Heavy Objects Secure Or Jettison
- Flaps 20-40 Degrees
- Power Establish 300 Ft. Minimum Decent at 70 MPH
- Approach High Winds, Heavy Seas - Into Wind

Light Winds, Heavy Swells - Parallel To Swells

- Cabin Doors Unlatch
- Touchdown Level Attitude At Established Descent
- Face Cushion With Folded Coat Or Seat Cushion
- Evacuate Through Cabin Doors
Flood Cabin If Necessary to Equalize Pressure
- Life Vests and Raft Inflate

ENGINE FIRE DURING START ON GROUND

- Starter Continue Cranking
- If Engine Starts: Throttle 1700 RPM for 30 Seconds
- Shut engine down and inspect for damage

- If Engine Fails To Start:

Throttle Full Open

Mixture Idle Cut-Off

Starter Continue Cranking

Ground Personnel Obtain Fire Extinguisher

Master Switch Off

Ignition Switch Off

Fuel Selector Valve Off

Fire Extinguisher Activate

ENGINE FIRE IN FLIGHT

- Mixture Idle Cut-Off
- Fuel Selector Valve Off
- Master Switch Off
- Cabin Heat and Air Off, Except Overhead Vents
- Airspeed 120 MPH or higher speed to
produce incombustible mixture
- Forced Landing Execute Emergency Landing Without Engine Power Checklist

ELECTRICAL FIRE IN FLIGHT

- Master Switch Off
- All Other Switches Off / Except Ignition
- Vents, Cabin Air, Heat Closed
- Fire Extinguisher Activate
- Master Switch On / Once Fire Is Extinguished
- Circuit Breakers Check For Faulty Circuit
Do Not Reset
- Radios & Electrical Switches On one At A Time, Isolate
Short
- Vents, Cabin Air Open After Fire Extinguished

CABIN FIRE

- Master Switch Off
- Vents, Cabin Air, Heat Closed
- Fire Extinguisher Activate
- Vents, Cabin Air, Heat Open After Fire Is

Completely Extinguished

- Land As Soon As Possible

WING FIRE

- Navigation Lights Off
- Pitot Heat Switch Off
- Sideslip Keep flames away from fuel tank and cabin
- Land As soon as possible - use flaps only for final approach and touchdown

LANDING WITH A FLAT MAIN TIRE

- Approach Normal
- Touchdown Good tire first - hold airplane off flat tire for as long as possible
- Brakes Apply For Directional Control

LANDING WITH A FLAT NOSE TIRE

- Approach Normal
- Mixture Idle Cutoff / On Short Final
- Ignition Switch Rotate Prop Horizontal, Then Off
- Touchdown Slightly tail low
hold flat nose tire off as long as possible
- Brakes Apply For Directional Control

OVERVOLTAGE LIGHT ILLUMINATES

- Master Switch Off, Then Back On
- Over-Voltage Light If Off, Continue Flight
If On, Land As Soon As Practical
- Master Switch Alternator Side Off

AMMETER SHOWS DISCHARGE

- Master Switch Off, Then Back On
- If Still Discharging:
Master Switch Alternator Side Off
Nonessential Electrical Equipment Off
Flight Terminate As Soon As Possible

CARBURETOR ICING

- Throttle Full
- Carburetor Heat Full On
- Carburetor Heat Remove As Engine Runs Smoothly
- Throttle Adjust

MAGNETO MALFUNCTION

- Ignition Switch Identify Defective Mag
- Throttle Adjust Power Setting For
Smooth Operation
- Mixture Enrichen
- Ignition Switch Both - unless engine runs rough,
then left or right Mag

- Flight Terminate As Soon As Practical

LOW OIL PRESSURE

- Oil Pressure Gage Reading Low
- Oil Temperature Gage Reading Normal
- Flight Terminate As Soon As Practical

- Oil Pressure Gage Reading Low
 - Oil Temperature Gage Rising
 - Throttle Reduce Power Immediately
 - Emergency Procedure Execute Precautionary Landing With Engine Power
- Checklist