



Aircraft Checklist

Cessna 182T

This is an abbreviated checklist. Most explanatory items, notes cautions and warnings have been omitted for brevity. Procedures in red/bold in this checklist should be committed to memory. All performance speeds should be computed prior to flight using the Aircraft Owner's Manual. This checklist is for training purposes only; users must be familiar with and operate in accordance with the official Aircraft Owner's Manual.

Cessna 182T Preflight Checklist

Cabin Preflight Inspection

REMOVE GUST LOCKS & PITOT COVER IF INSTALLED

1. Fuel Quantities CHECK
2. Inspections CHECK DATES and TIMES
3. Weight and CG WITHIN LIMITS
4. Documents CHECK
5. Control Wheel Lock..... REMOVE
6. Ignition Switch..... OFF
7. Avionics Switch..... OFF
8. Master Switch ON
9. Avionics Switch..... ON
10. Avionics Cooling Fan CHECK ON
11. Avionics Switch..... OFF
12. Fuel Quantity Indicators CHECK
13. Flaps..... EXTEND
14. Interior and Exterior Lights CHECK
15. Pitot Heat CHECK THEN OFF
16. Stall Warning Vane..... CHECK
17. Master Switch OFF
18. Cowl Flaps OPEN
19. Fuel Selector Valve..... BOTH
20. Fire Extinguisher..... CHECK CHARGE

EXTERIOR PREFLIGHT INSPECTION

Empennage

1. Antennas CHECK
2. Baggage Door LOCKED
3. Left Side of Fuselage CHECK
4. Control Surfaces..... CHECK
5. Tail Tie-down.....REMOVE
6. Position Light..... CHECK
7. Right Side of Fuselage CHECK

Right Wing

1. Flap and Aileron CHECK
2. Position Light..... CHECK
3. Strobe CHECK
4. Wing..... CHECK
5. Fuel Tank VentCHECK for BLOCKAGE
6. Wing Tie-downREMOVE
7. Wing Root Vents..... CHECK
8. Wheel Assembly CHECK
9. Fuel Tank Sumps (5) DRAIN and CHECK
10. Fuel QuantityCHECK/ CAP SECURE



Nose

1. Right Side Static Port..... CHECK
2. Fuel Sumps..... (3) DRAIN and CHECK
3. Cowling, Propeller and Spinner..... CHECK
4. Air Inlets CLEAR
5. Air Filter..... CHECK
6. Nose Wheel Assembly..... CHECK
7. Oil Quantity (5-9 quarts) CHECK
8. Left Side Static Port..... CHECK
9. Windshield CLEAN and CHECK

Left Wing

1. Fuel Tank Sumps (5) DRAIN and CHECK
2. Fuel Quantity CHECK / CAP SECURE
3. Wing Root Vents..... CHECK
4. Pitot Tube..... CHECK
5. Stall Warning OpeningCHECK for BLOCKAGE
6. Wing Tie-downREMOVE
7. Fuel Tank VentCHECK for BLOCKAGE
8. Wing..... CHECK
9. Position Light..... CHECK
10. Strobe CHECK
11. Flap and Aileron CHECK
12. Wheel Assembly CHECK

Before Starting Engine

1. Preflight Inspection..... COMPLETE
2. Passenger Briefing COMPLETE
3. Seat Belts/ Shoulder HarnessADJUSTED/ SECURE
4. Fuel Selector Valve.....BOTH
5. Cowl Flaps OPEN
6. Circuit BreakersCHECK IN
7. Avionics Master Switch..... OFF
8. Brakes TEST and SET

V Speeds

V_{so} 41 KIAS

V_s 51 KIAS

V_r 50-60 KIAS

V_x.....Sea Level..... 65 KIAS
10,000..... 68 KIAS

V_y.....Sea Level..... 82 KIAS
10,000..... 77 KIAS

V_{fe}..... 10° 140 KIAS
20° 120 KIAS
Full 100 KIAS

V_a.....3100 Lbs..... 110 KIAS
2600 Lbs..... 101 KIAS
2100 Lbs..... 91 KIAS

V_{no}..... 140 KIAS

V_{ne}..... 175 KIAS

Starting Engine

1. Mixture..... IDLE CUT-OFF
2. Propeller..... HIGH RPM
3. Throttle..... OPEN ¼ to ½ INCH
4. Beacon..... ON
5. Battery Switch ON
6. Aux. Fuel Pump ON
7. Mixture..... FULL RICH
UNTIL FUEL FLOW RISES
8. Mixture..... IDLE CUT-OFF
9. Aux. Fuel Pump OFF
10. Propeller Area CLEAR
11. Ignition..... ENGAGE

Do not crank more than 10 seconds/Allow 20 seconds to cool*

12. Mixture..... WHEN ENGINE STARTS FULL RICH
13. Throttle..... 1000 RPM
14. Oil Pressure..... INDICATING GREEN
15. Mixture..... LEAN for TAXI
16. Alternator ON
17. Ammeter CHECK
18. Flaps..... RETRACT
19. Navigation Lights..... AS REQUIRED
20. Avionics Master Switch..... ON
21. TransponderSTANDBY/1200
22. Heading Indicator..... CHECK SLAVE/FREE
23. ASOS/ATIS OBTAIN
24. Altimeter SET
25. Advisory/Departure & Taxi ClearanceCONTACT

****Refer to POH if engine does not start after 3 attempts***

Taxi

1. Brakes CHECK
2. Instrument Cross-Check..... CHECK

Before Takeoff

1. Nose Wheel..... STRAIGHT
2. Brakes SET and HOLD
3. Flight Controls FREE and CORRECT
4. Mixture..... RICH
5. Throttle..... 1800 RPM
6. Mixture.....SET for DENSITY ALTITUDE
7. Magnetos.....(125 max drop, 50 diff.) CHECK
8. PropellerCYCLE then HIGH RPM
9. Engine Gauges and Ammeter CHECK
10. Vacuum GREEN ARC
11. Annunciator Panel..... CHECK
12. Throttle..... CHECK IDLE
13. Throttle..... 1000 RPM
14. Throttle Friction Lock..... ADJUST
15. Communication/Navigation Radios SET
16. NAV/GPS Switch SET
17. Flight Instruments SET and CHECKED
18. Fuel Quantities CHECKED
19. Trim TEST/SET for TAKEOFF
20. Autopilot TEST/OFF
21. Flaps..... SET for TAKEOFF
22. Cabin Doors & Windows..... CLOSED and LATCHED
23. SeatsADJUSTED/ LOCKED
24. Departure BriefingCLEARANCE / EMERG. PLAN
25. Advisory/ Tower CONTACT

Cleared For Takeoff

1. Cowl Flaps OPEN
2. Lights AS REQUIRED
3. Transponder ALTITUDE
4. Brakes RELEASE
5. Traffic CHECK

Normal Takeoff

1. Wing Flaps 0°-20°
2. Throttle..... FULL OPEN
3. Elevator Control..... LIFT NOSE AT 60 KIAS
4. Climb Speed..... 70-80 KIAS
5. Wing FlapsRETRACT IF APPLICABLE

Short Field Takeoff

1. Wing Flaps 20°
2. Brakes HOLD
3. Throttle..... FULL OPEN
4. Engine Gauges GREEN
5. Brakes RELEASE
6. Elevator Control.....SLIGHTLY TAIL LOW
7. Obstacle Clearance Speed..... 60 KIAS

After Clearing Obstacle:

8. AirspeedACCELERATE FOR NORMAL CLIMB
9. Wing Flaps RETRACT

Soft Field Takeoff

1. Wing Flaps 10°-20°
2. Elevator Control..... TAIL LOW
3. Throttle..... FULL OPEN
4. Accelerate WHILE IN GROUND EFFECT
5. Climb Speed..... 67 KIAS
6. Wing Flaps RETRACT

Enroute Climb

1. Airspeed 85-95 KIAS
2. Throttle..... AS REQUIRED
3. Propeller AS REQUIRED
4. Mixture..... AS REQUIRED
5. Cowl Flaps AS REQUIRED FOR ENGINE TEMP

Cruise

1. Power SET for CRUISE
2. Trim..... AS REQUIRED
3. Mixture..... LEAN for CRUISE
4. Landing Light..... AS REQUIRED
5. Heading Indicator..... CROSS-CHECK



Descent

1. ASOS/ATIS OBTAIN
2. Altimeter SET
3. Arrival/Passenger Briefing..... COMPLETE
4. Mixture..... ADJUST AS REQUIRED
5. Power AS REQUIRED
6. Landing Light..... ON
7. Wing Flaps AS REQUIRED
8. Cowl Flaps AS REQUIRED FOR ENGINE TEMP
9. Fuel Selector Valve..... BOTH

Before Landing

1. Seats, Belts and Shoulder Harnesses ADJUST/LOCKED
2. Propeller HIGH RPM
3. Mixture..... AS REQUIRED
4. Autopilot OFF

Normal Landing

1. Power AS REQUIRED
2. Airspeed (flaps UP) 70-80 KIAS
3. Wing Flaps AS REQUIRED
4. Airspeed (flaps DOWN) 65 KIAS
5. Touchdown MAIN WHEELS FIRST
6. Brakes APPLY AS NECESSARY



Short Field Landing

1. Power AS REQUIRED
2. Wing Flaps FULL
3. Airspeed 60 KIAS
4. Touchdown MAIN WHEELS FIRST
5. Wing Flaps RETRACT
6. Brakes APPLY AS NECESSARY

Soft Field Landing

1. Power AS REQUIRED
2. Wing Flaps FULL
3. Airspeed 65 KIAS
4. Touchdown MAIN WHEELS FIRST
5. Landing Roll TAIL LOW

Go Around (Balked Landing)

1. Throttle FULL OPEN
2. Wing Flaps RETRACT TO 20°
3. Climb Speed 55 KIAS
4. Cowl Flaps OPEN
5. Wing Flaps 10°
6. Wing Flaps (after clearing obstacles) RETRACT

AFTER LANDING / CLEAR OF RUNWAY

1. Wing Flaps UP
2. Mixture.....LEAN for TAXI
3. Cowl Flaps OPEN
4. Landing Light..... OFF
5. Strobes..... OFF
6. TransponderSTANDBY
7. Taxi Clearance / AdvisoryCONTACT

Securing Airplane

1. Avionics Master Switch..... OFF
2. Throttle..... IDLE
3. Magnetos.....CHECK GROUNDING
4. Throttle..... 1000 RPM
5. Mixture..... IDLE CUT-OFF
6. Ignition..... OFF
7. Master Switch OFF
8. Beacon..... OFF
9. Fuel SelectorLEFT/RIGHT
10. Control LockINSTALL
11. Flight Information..... RECORD
12. Pitot Tube CoverINSTALL
13. Wheel Chocks & Tie Downs SECURE
14. Post Flight Walk-Around..... COMPLETE
15. Doors..... LOCKED

ABNORMAL PROCEDURES

Flooded Start

1. Mixture..... IDLE CUT-OFF
2. Throttle.....FULL OPEN
3. Beacon ON
4. Battery Switch ON
5. Aux. Fuel PumpOFF

Proceed with Item 10 from “Starting Engine” checklist page 6

Ammeter Shows Excessive Rate Of Charge

1. AlternatorOFF
2. Nonessential Electrical EquipmentOFF
3. Flight.....LAND AS SOON AS PRACTICAL

Low Voltage Annunciator (Volts) Illuminates In Flight

1. Avionics Master SwitchOFF
2. Alternator Circuit Breaker CHECK IN
3. Master Switch (Both Sides) OFF then ON
4. Low Voltage Light..... CHECK OFF
5. Avionics Master Switch ON

If Low Voltage Annunciator Illuminates Again:

6. AlternatorOFF
7. Nonessential Electrical EquipmentOFF
8. Flight..... TERMINATE

Landing With A Flat Main Tire

1. Flaps AS REQUIRED
2. Approach NORMAL
3. Touchdown GOOD TIRE FIRST
4. Directional Control MAINTAIN
(Using brake on good tire)

Landing With a Flat Nose Tire

1. Approach NORMAL
2. Flaps AS REQUIRED
3. Touchdown ON MAINS
4. Elevator AS NECESSARY TO DELAY
NOSE GEAR CONTACT

Maintain full aft elevator deflection during ground roll

EMERGENCY CHECKLIST

This is an operational checklist. Procedures in red/bold text in this section should be committed to memory. The official aircraft AFM contains additional procedures and expanded procedures not listed in this checklist. Users should be familiar with all procedures

Airspeeds For Emergency Operation

- Engine Failure After Takeoff..... (Flaps DOWN) ... 70 KIAS
- Maximum Glide 3100 LBS..... 76 KIAS
2600 LBS..... 70 KIAS
2100 LBS..... 63 KIAS

Landing Without Engine Power:

- Flaps Up 75 KIAS
- Flaps Down 70 KIAS

Engine Failure Immediately After Takeoff

1. **Airspeed(Flaps UP)75 KIAS
(Flaps DOWN)..... 70 KIAS**
2. **Mixture..... IDLE CUT-OFF**
3. **Fuel Selector ValveOFF**
4. **Ignition SwitchOFF**
5. **FlapsAS REQUIRED**
6. **Master Switch.....OFF**
7. **Cabin DoorUNLATCH**
8. **LandSTRAIGHT AHEAD**

Engine Failure / Power Loss During Flight

1. Airspeed **BEST GLIDE**
2. Fuel Selector Valve **BOTH**
3. Aux Fuel Pump.....**ON**
4. Mixture..... **RICH**
5. Magnetos..... **CHECK BOTH**

If Power Is Restored

6. Aux Fuel Pump OFF
7. Fuel Flow MONITOR

Emergency Landing Without Engine Power

1. Airspeed **BEST GLIDE**
2. Landing Site.....**DETERMINE**
3. Seats, Seatbelts, Shoulder Harnesses SECURE
4. Mixture..... IDLE CUT-OFF
5. Fuel Selector Valve..... OFF
6. Ignition Switch..... OFF
7. Flaps.....AS REQUIRED (FULL Recommended)
8. Master Switch OFF
9. Doors..... UNLATCH
10. Touchdown SLIGHTLY TAIL LOW
11. Brakes APPLY AS NECESSARY

Precautionary Landing With Engine Power

1. Seats, Seatbelts, Shoulder Harness SECURE
2. Airspeed 75 KIAS
3. Wing Flaps 20°
4. Selected Field..... FLY OVER
5. Avionics Master Switch..... OFF
6. Flaps.....AS REQUIRED (FULL Recommended)
7. Airspeed 70 KIAS
8. Master Switch OFF
9. Doors..... UNLATCH
10. TouchdownSLIGHTLY TAIL LOW
11. Ignition Switch..... OFF
12. Brakes APPLY AS NECESSARY

Fire During Engine Start

- 1. Cranking CONTINUE**

If Engine Starts:

2. Power 1700 RPM
3. EngineSHUTDOWN

If Engine Fails to Start:

- 2. ThrottleFULL OPEN**
- 3. Mixture..... IDLE CUT-OFF**
- 4. Cranking CONTINUE**
- 5. Fuel Selector ValveOFF**
- 6. Aux Fuel Pump.....OFF**
- 7. Master Switch.....OFF**
- 8. Ignition SwitchOFF**
- 9. Fire ExtinguisherOBTAIN**

Engine Fire In Flight

1. Mixture..... **IDLE CUT-OFF**
2. Fuel Selector Valve **OFF**
3. Aux Fuel Pump..... **OFF**
4. Master Switch..... **OFF**
5. Cabin Heat and Air..... **CLOSED**
6. Wing Root Vents..... OPEN
7. Airspeed 100+ KIAS
8. Forced Landing EXECUTE

Refer to “Emergency Landing With-out Engine Power” checklist if time permits

Electrical Fire In Flight

1. Master Switch..... **OFF**
2. Vents, Cabin Heat and Air..... **CLOSED**
3. Fire Extinguisher **ACTIVATE**
4. Avionics Master Switch OFF
5. All Electrical Switches (except ignition) OFF

If Fire Appears Out

6. Vents/Cabin Air/Heat..... OPEN
7. Master Switch ON
8. Circuit Breakers CHECK (do not reset)
9. Radio Switches..... OFF
10. Avionics Master Switch. ON
11. Radio and Electrical Switches(one at a time) ON

Cabin Fire

1. Master Switch.....OFF
2. Vents, Cabin Heat and Air..... CLOSED
3. Fire Extinguisher (if available)..... ACTIVATE
4. Forced Landing..... EXECUTE

Refer to “Emergency Landing With-out Engine Power” checklist if time permits

Wing Fire

1. Landing/Taxi Light SwitchOFF
2. Navigation Light Switch.....OFF
3. Strobe Light SwitchOFF
4. Pitot Heat Switch.....OFF

Perform A Side Slip To Keep The Flames Away From The Fuel Tank And Cabin, And Land As Soon As Possible With Flaps Retracted.

Should any mechanical difficulty, accident, incident or delay occur, please contact a Leading Edge Aviation representative before continuing any flight. **DO NOT FLY** any aircraft that may have been damaged, until it has been inspected and certified airworthy by a certified mechanic. Call Leading Edge Aviation 435-752-5955

Passenger/Crew Briefing Checklist

Before Engine Start:

1. Normal and emergency exit procedures
2. Seatbelt operations
3. Fire extinguisher location & operations
4. Identify PIC for the flight
5. Positive exchange of flight controls process

Before Take-Off:

1. Verify runway in use
2. Type of take-off
3. Direction of departure (VFR)
4. Departure clearance (IFR)
5. Emergency plan
 - a. Emergency on runway
 - b. Emergency after liftoff
 - c. Emergency at altitude
 - d. Flying/non-flying pilot roles during emergency operations

Approach:

1. Verify runway in use
2. Type of landing
3. Expected crosswind direction/intensity
4. Traffic pattern (VFR)
5. Instrument approach briefing (IFR)

Emergency Transponder Codes:

Air Piracy:7500
Lost Communication: 7600
General Emergency:7700

Emergency 2-Way Communication Frequency:

Guard Frequency:..... 121.5