

Civil Air Patrol

Cessna-182T Nav III – N354CP

30. Fire Extinguisher VERIFY green

Preflight Cabin

1. Pilot Tube Cover .. REMOVE. Check for blockage.
2. Hobbs Time CHECK
3. POH.....ACCESSIBLE to Pilot
4. Garmin G1000™ Cockpit Reference Guide ACCESSIBLE to Pilot
5. Weight & Balance.....CHECKED
6. Parking Brake..... SET
7. Control Wheel 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 magneto 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.

31. Fire Extinguisher VERIFY green

Preflight Empennage

1. Baggage Compartment Door ... CHECK latched, lock with key
2. Rudder Gust Lock..... REMOVE
3. Tail Tie-Down..... DISCONNECT
4. Control Surfaces..... CHECK
5. Trim Tab..... CHECK for security
6. Antennas..... CHECK

Preflight Right Wing trailing edge

1. Aileron..... CHECK
2. Flap..... CHECK

Preflight Right Wing

1. Wing Tie Down..... DISCONNECT
2. Wing Tank Vent Opening..... CHECK
3. Main Wheel Tire (**42psi**)..... CHECK Condition

See Fuel Contamination Warning in the POH.

32. Fuel Filler Cap.....SECURE & VENT

UNOBSTRUCTED.

33. Fuel Tank Quick Drain Valves(**5**).DRAIN

34. Cowl Flaps

35. Fuel Selector

BOTH

Starting Engine (Using Battery)

1. Throttle Control OPEN **1/4 INCH**
2. Propeller Control HIGH RPM
3. Mixture Control..... IDLE CUT OFF
4. Stby Batt Switch TEST (Hold for 20 seconds, verify that green TEST lamp does not go out), then ARM (verify that PFD comes on)
5. Engine Indicating System ... CHECK parameters, (verify no red X's through ENGINE page indicators)
6. Bus E Volts VERIFY 24 volts min
7. M Bus Volts VERIFY 0 volts
8. Batt S Amps VERIFY Discharge (neg)
9. Stby Batt Annunciator .. VERIFY ON
10. Propeller Area CLEAR
11. Master Switch (Alt and Bat) ON
12. Tach Time..... CHECK

Note

- If engine is warm, omit priming procedure of steps 12, 13 and 14 below
1. Fuel Tank Vent Opening...CHECK for blockage
 2. Stall Warning Opening...CHECK for blockage
 3. Landing/Taxi lights(s) CHECK

Preflight Left Wing Trailing Edge

1. Left Aileron..... CHECK
2. Left Flap..... CHECK

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

Nose

1. Static Source Opening (Right Side)
2. Fuel Strainer Quick Drain (**3**) DRAIN
3. Engine Oil Dipstick.... CHECK oil level and secure. (4 qt min., 9 qt for extended flights)

See Fuel Contamination Warning in the POH.

36. MAGNETOS Switch.....OFF

37. AVIONICS Switch (BUS 1&2).....OFF

38. FORWARD Avionics Fan.CHECK AUDIBLY

FOR OPERATION

39. AVIONICS Switch (BUS 1).....OFF

40. AVIONICS Switch (BUS 2).....ON

41. Aft Avionics Fan.....CHECK AUDIBLY

FOR OPERATION

42. AVIONICS Switch (BUS 2).....OFF

43. PITOT HEAT Switch

44. Stall Warning System

45. PITOT HEAT Switch

46. MASTER Switch (ALT & BAT).....OFF

47. Trim Controls.....TAKEOFF position

48. FUEL SELECTOR Valve.....BOTH

49. ALT STATIC AIR Valve

50. Cowl Flaps

51. Fuel Selector

BOTH

Starting Engine (Using Battery)

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6. Bus E Volts VERIFY 24 volts min
7. M Bus Volts VERIFY 0 volts
8. Batt S Amps VERIFY Discharge (neg)
9. Stby Batt Annunciator .. VERIFY ON
10. Propeller Area CLEAR
11. Master Switch (Alt and Bat) ON
12. Tach Time..... CHECK

Note

- If engine is warm, omit priming procedure of steps 12, 13 and 14 below
1. Fuel Pump Switch
 2. Fuel Pump
 3. 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 $\frac{1}{2}$ 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.
1. Oil Pressure
 2. AMPS (M Batt & Batt S) CHECK charge (positive)
 3. Seats / Belts / Shoulder Harness
 4. Brakes..... TEST & SET
 5. Circuit Breakers
 6. Electrical Equipment

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

Preflight Left Wing

1. Wing Tie-down
2. Left Fuel Quantity.....Visually CHECK

3. Cowl Flaps
4. Fuel Selector
5. Fuel Filler Cap.....SECURE & VENT
6. Fuel Tank Quick Drain Valves(**5**).DRAIN

7. AVIONICS Switch (Bus 1&2)....OFF

Pre-Taxi

- 1. Mixture Control.....LEAN as required
- 2. Electric Trim.....CHECK
- 3. Auto Pilot.....CHECK

Taxi

- 1. BrakesTEST
- 2. Heat / Vents / Defrost .. As Required
- 3. Attitude Indicator . Verify Proper Ops
- 4. Turn CoordinatorVERIFY Ops
- 5. H.I. & Compass.. Verify Proper Ops
- 6. Fuel Selector Valve..CHECK & Set to Both

Before Takeoff - Run-Up

1. Parking Brake.....SET
2. Passenger Seat Backs...MOST UPRIGHT POSITION
3. Seats and Seat Belts..Check Secure
4. Cabin Doors ..CLOSED and Locked
5. Flight ControlsFREE & Correct
6. Flight Instruments...Check no red Xs
7. Altimeter:
 - PDF (Baro)SET
 - Standby AltimeterSET
 - KAP 140 Autopilot (Baro). SET
 - 8. Auto Pilot.....CHECK
 - 9. KAP 140 Altitude PreselectSET
- Note**
There is no connection between the G1000 Alt Set feature and the KAP 140 autopilot altitude pre-select or attitude hold functions. G1000 and KAP 140 altitudes are set independently.
10. Standby Flight Instruments..CHECK
11. Fuel QuantityCHECK
- Note**
Flight is not recommended when both fuel quantity indicators are in the yellow arc range.
12. Mixture controlRICH
13. Fuel Selector Valve..Recheck Both
14. Elevator & Rudder Trim....SET for Take Off
15. Manual Electric Trim (MET). Check
16. Throttle Control.....1800 RPM.
 - Magnetos Switch Check (RPM drop 175 or 50 differential between magnetos.)
 - Prop ControlCYCLE from high to low RPM, return to high RPM (full in).
17. AnnunciatorsCHECK none illuminated
18. Throttle Control.....CHECK Idle
19. Throttle Control. 1000 RPM or less
20. Throttle Friction Lock ..ADJUST
21. Com Frequency(s)SET
22. Nav Frequency(s)SET
23. FMS/GPS Flight Plan... As Desired

Cruise

- Check GPS 2 avail. on Aux Status page.
- XPDRSET
- CDI Softkey..SELECT NAV source
- Caution (See Full Caution in POH)**
The G1000 HSI does not provide a warning "Flags". The missing D-Bar is considered to be the warning flag.
- Power.. 15-23 In. & 2000-2400 RPM (no more than 80%)
- Elevator & Rudder TrimADJUST
- Mixture.....LEAN
- Cowl Flaps .CLOSED or as required
- FMS/GPS.....REVIEW & BRIEF

Descent

1. Power.....AS DESIRED
2. Mixture.....ENRICH as required
3. Cowl FlapsCLOSED
4. Altimeters:
 - PDF (Baro)SET
 - Standby AltimeterSET
 - KAP 140 Autopilot (Baro). Set
 - 5. G1000 Alt Sel.....SET
 - 6. KAP 140 Altitude Preselect.SET
- Note**
See note 1 under Before Takeoff – Run-Up
7. CDI Softkey. SELECT NAV source
8. FMS/GPS.....REVIEW & Brief

See Caution in Before Takeoff Run-up

See Warning in Before Takeoff- Run up.

9. Fuel Selector valveBOTH
10. Wing FlapsAS DESIRED
- Before Landing**
1. Pilot and Passenger Seat Backs ... MOST UPRIGHT POSITION
2. Seats & Seat Belts..Secured & Lock
3. Fuel Selector.....BOTH
4. Mixture ControlRICH, above 5000 ft. alt., lean for max. RPM
5. Rotate50-60 KIAS
6. Normal Climb Speed80 KIAS
 - Short Field T.O.....20° Flaps / 58 KIAS Until Clear
 - Soft Field T.O 20° Flaps / Ground Effect ASAP
7. Wing FlapsRETRACT at safe altitude and above 70 KIAS

Normal Landing

1. Airspeed70-80 KIAS (Flaps UP)
2. Wing FlapsAS DESIRED
3. Airspeed 60-70 KIAS (FULL Flaps)
4. Trim.....ADJUST
5. Touchdown . MAIN WHEEL FIRST
6. Landing Roll ..LOWER Nosewheel
7. BrakingAS REQUIRED

Balked Landing

1. Powerfull Throttle & 2400 RPM
2. Wing FlapsRETRACT to 20°
3. Climb Speed55 KIAS
4. FlapsRetract Slowly (above 70 KIAS)
5. Cowl FlapsOPEN

After Landing (Clear of Runway)

1. Wing FlapsUP
2. Cowl FlapsOPEN
3. LightsAS REQUIRED
4. Transponder....GND/STBY & 1200
5. MixtureLEAN
6. Pitot HeatOFF

Securing Aircraft

1. Parking BrakeSET
2. Throttle ControlIDLE
3. Electrical Equipment.....OFF
4. Avionics Switch (Bus 1&2) ..OFF
5. MagnetoCHECK for Ground Mixtures ..IDLE CUT OFF
6. MixtureOFF
7. Magneto & Master SwitchOFF
8. Sby Batt SwitchOFF
9. Control/Avionics Lock ..INSTALL
10. Parking BrakeOFF
11. Cowl FlapsCLOSED
12. Fuel Selector.....LEFT OR RIGHT
13. AircraftSECURED & Locked
14. Flight Plan.....CLOSED
15. Pilot Tube Cover.....INSTALL

This checklist is a guide to coordinate Pilot Operating Handbook data applicable to this particular aircraft only. The applicable Pilot Operating Handbook installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook. I certify this checklist has been reviewed for accuracy.

S. alp 03/11/06
Wing Director of Maintenance Date
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