

Civil Air Patrol

Cessna 182T- N594CP

NAV III - GFC 700 AFCS

Cabin

1. Pitot Tube Cover Remove
2. CAP AIF Forms Check
3. POH Accessible to pilot
4. G1000 CRG Accessible to pilot
5. Weight & Balance Checked
6. Parking Brake Set
7. Control Wheel Lock Remove
8. Fuel Tanks Measure Gal/Caps Secure
9. Engine Oil Check level/stick Secure
..... (4QT Min/8QT normal max)

WARNING

WHEN THE MASTER SWITCH IS ON, USING EXTERNAL POWER, OR MANUALLY ROTATING THE PROPELLER, TREAT THE PROPELLER AS IF THE MAGNETOS SWITCH IS 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

10. MAGNETOS Switch OFF
11. AVIONICS Switch (BUS 1 & 2) OFF
12. MASTER Switch (ALT & BAT) ON
13. Primary Flight Display ... Verify ON
14. FUEL QTY (L and R) Check
15. LOW FUEL L&R Annun Verify OFF
16. OIL PRESSURE Annun Verify ON
17. LOW VACUUM Annun ... Verify ON
18. AVIONICS Switch (BUS 1) ON
19. Forward Avionics Fan ... Verify ON
20. AVIONICS Switch (BUS 1) OFF
21. AVIONICS Switch (BUS 2) ON
22. Aft Avionics Fan Verify ON
23. AVIONICS Switch (BUS 2) OFF
24. Pitot heat/Exterior lights ON
25. Exterior Lights Check
26. Stall Warning Horn Check
27. Pitot Tube Warm
28. Pitot heat/exterior lights OFF
29. LOW VOLTS Annun Verify ON
30. MASTER Switch (ALT & BAT) OFF
31. ALT STATIC AIR Valve OFF

2/28/2011

32. Trim Controls.. TAKEOFF Position
33. Fuel Selector Valve BOTH
34. Oxygen Supply Pressure Check
35. Oxygen Masks Check
36. Fire Extinguisher .Ptr in Green Arc

Empennage

1. Baggage Door Secure
2. Rudder Gust Lock Remove
3. Tail Tie-Down Disconnect
4. Control Surfaces Free/Secure
5. Trim Tab Check Secure
6. Antennas Check Condition

Right Wing

1. Flap Security/Condition
2. Aileron Free/Secure
3. Wing Tie Down Disconnect
4. Fuel Tank Vent No Blockage
5. Main Wheel Tire Inflation/Condition
6. Fuel Tank Sumps Drain
7. Fuel Quantity Check Visually
8. Fuel Filler Cap Secure

Nose

1. Right Static Source.. No Blockage
2. Fuel Strainer Drain
3. Engine Air Inlets Clear
4. Propeller & Spinner Check
5. Air Filter Check
6. Nose Wheel Strut and Tire .. Check
7. Engine Oil Dipstick/Filler Cap:
a. Oil level More than 4 quarts
b. Dipstick/Filler Cap Secure
8. Left Static Source No Blockage

Left Wing

1. Fuel Quantity Check Visually
2. Fuel Filler Cap Secure
3. Fuel Tank Sumps Drain
4. Main Wheel Tire Inflation/Condition
5. Fuel Tank Vent No Blockage
6. Stall Warning Vane Verify Free
7. Landing/Taxi. Cover Clean/Secure
8. Wing Tie-down Disconnect
9. Aileron Free/Secure
10. Flap Security/Condition

Outside Hangar

1. Fuel Sumps (13) Sample

SEE POH FUEL CONTAMINATION WARNING

PASSENGER BRIEF

1. Seat Belts / Shoulder Harness
2. Personal Electronic Devices: Off
3. Air Vents / Comfort
4. Fire Extinguisher, First Aid Kit
5. Survival Kit
6. Emergency Procedures and Exits
7. Oxygen Procedures

MISSION BRIEF

1. Mission Objective
2. Crew Coordination & CRM
3. Sterile Cockpit Procedures
4. Intercom & Radio Usage
5. Emergency Actions & Equipment

Before Starting Engine

1. Preflight Inspection Complete
2. Passenger Brief Complete
3. Seats/Belts Adjust/Lock
4. Brakes Test and Set
5. AVIONICS Switch (BUS 1 & 2) OFF
- CAUTION: THE AVIONICS SWITCH (BUS 1 & 2) MUST BE OFF DURING ENGINE START TO PREVENT POSSIBLE DAMAGE TO AVIONICS.
6. Instrument Dimmers Off
7. Electrical Equipment Off
8. Circuit Breakers (L&R) ... Check In
9. Cowl Flaps OPEN
10. Fuel Selector Valve BOTH

Starting Engine (With Battery)

1. Throttle Control Open ¼ Inch
2. Propeller Control HIGH RPM
3. Mixture Control IDLE CUTOFF
4. Standby Battery Switch:
a. Test. (10 sec, Green Lamp: ON)
b. Arm (PFD comes ON)
5. Engine Instruments No Red X's
6. BUS E Volts 24 V Minimum
7. M BUS Volts 1.5 V Maximum
8. BATT S Amps Verify Negative
9. STBY BATT Annun Verify ON
10. Fuel Quantity Enter in PFD
11. ENG Time Record
12. Propeller Area CLEAR
13. MASTER Switch (ALT & BAT) ON
14. Beacon ON

NOTE: If engine is warm, omit 15-17

15. Auxiliary Fuel Pump ON
16. Mixture ... full rich until the fuel flow stabilizes (3-6 sec) then Idle Cutoff
17. Auxiliary Fuel Pump OFF

18. MAGNETOS Switch Start
19. Mixture Control ADVANCE SMOOTHLY TO RICH (when engine starts)

NOTE: If engine is over primed/ flooded

- a. Mixture IDLE CUTOFF
- b. Throttle ½ to full
- c. Ignition Switch Start
- d. Engine starts.. Mixture Full Rich
- e. Retard throttle promptly.

20. Oil Pressure Check
21. AMPS (M BATT & BATT S) Positive
22. LOW VOLTS Annun Verify OFF
23. NAV Light Switch ON
24. AVIONICS Switch (BUS 1 & 2) ON
25. Mixture Lean to peak at 1200RPM
26. Mission Master ON
27. CAP Radio ON
28. ANNUN Switch BRT
29. Seat Select 2
30. Comm 3 Select FM
31. MFD Check Currency
32. Audio Panel Adjust
33. ATIS / AWOS Copy
34. Clearance/Radio checks. As Req'd

Taxi

1. Brakes Test
2. Flight Controls Position for Wind
3. Flight Instruments Verify Operation

Before Takeoff

1. Parking Brake Set
2. Seat Backs.. Most Upright Position
3. Seat Belts Check Secure
4. Cabin Doors ... Closed and Locked
5. Flight Controls Free and Correct
6. Flight Instruments No Red X's
7. Altimeters (PFD, Standby) Set
8. G1000 ALT SEL Set
9. Standby Flight Instruments. Check
10. Fuel Quantity Check

11. Fuel Selector Valve BOTH
12. Autopilot Engage
13. Flight Controls Check AP Override
14. AP TRIM DISC Button Press
15. Flight Director OFF
16. Trims Set for Takeoff
17. Throttle 1800 RPM
 - Mixture.... Lean for maximum RPM
 - Magnetos..... RPM drop 175/50
 - Propeller Cycle, Leave in High
 - VAC Indicator Check
 - Engine Indicators Check
 - Ammeters and Voltmeters... Check
18. PFD Annunciators... .. Verify None
19. Throttle Check Idle
20. Throttle 1000 RPM or LESS
21. Throttle Friction Lock..... Adjust
22. COM & NAV Frequencies Set
23. FMS/GPS Flight Plan .. As Desired
24. MFD AUX Page 3..... Check GPS2
25. XPDR Set
26. CDI Softkey NAV Source
27. Cabin PWR 12 V switch OFF
28. Wing Flaps ...0-20° (10° preferred)
29. Cowl Flaps Open
30. Windows..... Closed and Locked
31. Takeoff/Departure Brief
32. Strobe/Pulse Lights As Req'd
33. Parking Brake..... Release

Normal Takeoff

1. Wing Flaps ...0-20° (10° preferred)
2. Throttle Control Full
3. Propeller Control 2400 RPM
4. Mixture....Lean for maximum RPM
5. Elevator Rotate at 50-60 KIAS
6. Climb Speed... 70 KIAS (flaps 20°)
80 KIAS (flaps 0°)
7. Wing FlapsUP @ safe Alt >70 KIAS

Short Field Takeoff

1. Wing Flaps 20°
2. Brakes Apply
3. Throttle Control Full
4. Propeller Control 2400 RPM
5. Mixture....Lean for maximum RPM
6. Brakes Release
7. Elevator Control Slightly tail low
8. Climb Speed..... 58 KIAS
9. Wing Flaps.UP@ Safe Alt >70 KIAS

Normal Climb

1. Airspeed 85-95 KIAS
2. Throttle Control 23" or Full (if <23")
3. Propeller Control 2400 RPM
4. Mixture 15 GPH
5. Fuel Selector Valve BOTH
6. Cowl Flaps..... OPEN
7. Target Altitude Set
8. Oxygen As Req'd

Max Performance Climb

1. Airspeed 80 KIAS @ Sea level
74 KIAS @ 10,000'
2. Throttle Control..... Full
3. Propeller Control 2400RPM
4. Mixture..... Max Power Fuel Flow
As Shown on Placard
5. Fuel Selector Valve BOTH
6. Cowl Flaps..... OPEN
7. Target Altitude Set
8. Oxygen As Req'd

Cruise

1. Power...15-23" & 2000-2400 RPM
2. Trims.....Adjust
3. Mixture Control Lean
4. Cowl Flaps..... As Req'd
5. Oxygen Monitor Quantity
6. FMS/GPS Review/Brief
7. Landing/Pulse Lights As Req'd
8. Engine Instruments Monitor

Descent

1. Power As Req'd
2. Mixture..... Enrich As Req'd
3. Cowl Flaps..... Closed
4. ATIS/AWOS..... Copy
5. Altimeters (PFD, STBY). Set
6. G1000 ALT SEL Set
7. CDI Softkey Nav Source
8. Approach Review/Brief
9. FMS/GPS Review/Brief
10. Fuel Selector Valve BOTH
11. Wing Flaps As Desired
12. Oxygen Lever As Req'd
13. Landing/Pulse Lights As Req'd

Before Landing

1. Seat Backs Upright
2. Seat Belts Secure
3. Fuel Selector Valve BOTH
4. Mixture As Req'd
5. Propeller Control..... High RPM
6. Landing/Pulse Lights ON
7. Cabin 12 volt switch..... OFF
8. Autopilot..... As Desired
9. Landing Procedure Review

Normal Landing

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

Short Field Landing

1. Airspeed.... 70-80 KIAS (Flaps Up)
2. Wing Flaps... FULL (Below 100kts)
3. Airspeed..... 60 KIAS
4. Trim.....Adjust
5. Power Reduce as obstacle cleared
6. Touchdown Main Wheels First
7. Brakes..... Apply Heavily
8. Wing Flaps..... Up

Balked Landing (Go Around)

1. Throttle Control.. Full & 2400 RPM
2. Wing Flaps..... Retract to 20°
3. Climb Speed 55 KIAS
4. Wing FlapsUP@safe Alt >70 KIAS
5. Cowl Flaps..... OPEN

After Landing (Clear of Runway)

1. Wing Flaps..... UP
2. Cowl Flaps..... OPEN
3. Lights As Req'd
4. Pitot Heat..... OFF

Securing Aircraft

1. Parking Brake Set
2. Throttle Control Idle
3. Mission Master..... OFF
4. Electrical Equipment OFF
5. Avionics (BUS 1 & 2) OFF
6. Mixture Control IDLE CUTOFF
7. MAGNETOS Switch..... OFF
8. MASTER Switch (ALT & BAT)OFF
9. ENG Time Record
10. STBY BATT Switch..... OFF
11. Instrument Panel Dimmers OFF
12. Control Lock Install
13. Fuel Selector Valve.... Left or Right
14. Oxygen Control Lever..... OFF
15. Cowl Flaps CLOSED
16. Chocks/Brake As Req'd
17. Pitot Tube Cover Install

FLIGHT PLAN CLOSED

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. I certify this checklist has been reviewed for accuracy.

William M. Waite 28 FEB 2011
 Wing Director of Operations Date

EMERGENCY PROCEDURES

C182T N594CP

G1000 WARNINGS/ALERTS:

SEE G1000 COCKPIT
REFERENCE GUIDE

Engine Failure During Takeoff Roll

1. **Throttle**..... Idle
2. **Brakes**..... Apply
3. Wing FlapsRetract.
4. Mixture IDLE CUTOFF
5. MAGNETOS OFF
6. STBY BATT OFF
7. MASTER (ALT & BAT)..... OFF

Engine Failure Immediately After Takeoff

1. **Airspeed**..... 75 KIAS (Flaps Up)
70 KIAS (Flaps Down)
2. Mixture IDLE CUTOFF
3. Fuel Selector Push down and rotate To OFF
4. MAGNETOS OFF
5. Wing FlapsAs Req'd (Full recommended)
6. STBY BATT Switch..... OFF
7. Master (ALT & BATT) OFF
8. Cabin Door Unlatch.
9. Land Straight Ahead.

Engine Failure During Flight (Restart Procedures)

1. **Airspeed**75 KIAS (best glide speed)
2. **Fuel Selector** BOTH
3. **Auxiliary Fuel Pump** ON
4. **Mixture** Rich
5. MAGNETOS BOTH
(START if propeller is stopped)

NOTE

IF PROPELLER IS WINDMILLING, ENGINE WILL RESTART AUTOMATICALLY WITHIN A FEW SECONDS. IF PROPELLER HAS STOPPED (POSSIBLE AT LOW SPEEDS), TURN IGNITION SWITCH TO START, ADVANCE THROTTLE SLOWLY FROM IDLE, AND LEAN THE MIXTURE FROM FULL RICH, AS REQUIRED TO OBTAIN SMOOTH OPERATION.

6. FUEL PUMP Switch..... OFF

NOTE

IF THE FUEL FLOW INDICATION (FFLOW GPH) IMMEDIATELY DROPS TO ZERO, SIGNIFYING AN ENGINE-DRIVEN FUEL PUMP FAILURE, RETURN THE FUEL PUMP SWITCH TO ON.

Emergency Landing without Engine Power

1. Seats/Seat BeltsUpright/Secure
2. Airspeed 75 KIAS (Flaps UP)
70 KIAS (Flaps DN)
3. Mixture IDLE CUTOFF
4. Fuel Selector Push Down and Rotate to OFF
5. MAGNETOS OFF
6. XPDR.....7700
7. ELT ON
8. Wing Flaps As req'd (Full Recommended)
9. STBY BATT OFF
10. MASTER (ALT & BAT) OFF (when landing is assured).
11. DoorsUnlatched Prior To Touchdown.
12. TouchdownSlightly Tail Low
13. Brakes Apply Heavily

Precautionary Landing with Engine Power

1. Seats /Seat Belts...Upright/Secure
2. Airspeed 75 KT
3. Wing Flaps 20°.
4. Selected Field..... Fly Over (noting terrain and obstructions)
5. Wing Flaps FULL (on final)
6. AIRSPEED 70 KT
7. STBY BATT OFF
8. MASTER (ALT & BAT)..... OFF
9. Doors. .Unlatch prior to touchdown
10. Touchdown Slightly tail low
11. Mixture..... IDLE CUTOFF
12. MAGNETOS..... OFF
13. Brakes..... Apply Heavily

Inadvertent Icing Encounter

1. **PITOT HEAT** ON
2. **Turn back or change altitude to obtain an outside air temperature less conducive to icing.**
3. **CABIN HT** Pull full out
4. **DEFROST** ON
(Rotate full counter clockwise to obtain maximum airflow.)
5. Increase engine speed to minimize ice build-up on propeller blades. If excessive vibration is noted, momentarily reduce engine speed to 2200 RPM with the propeller control and then rapidly move the control forward.

NOTE

CYCLING THE RPM FLEXES THE PROPELLER BLADES AND HIGH RPM INCREASES CENTRIFUGAL FORCE, CAUSING ICE TO SHED MORE RAPIDLY.

ICING CHECKLIST CONTINUED
IN POH SECTION 3, PAGE 14 # 6

Fire During Start On Ground

1. **MAGNETOS** **START**
Continue cranking to start the engine.

If the Engine Starts:

2. Power 1800 RPM for a few minutes.
3. Engine Shut Down and inspect for damage.

If the Engine Fails to Start:

2. **Throttle** **Full Open**
3. **Mixture** **IDLE CUTOFF**
4. **Cranking** **Continue**
5. **Fuel Selector** **Push Down and Rotate to OFF**
6. **Auxiliary Fuel Pump** **OFF**
7. **MAGNETOS** **OFF**
8. **STBY BATT Switch** **OFF**
9. **MASTER (ALT & BAT)** **OFF**
10. Parking Brake Release
11. Fire Extinguisher Obtain
12. Airplane Evacuate
13. Fire Extinguish using fire extinguisher, wool blanket, or dirt.
14. Fire Damage Inspect

Engine Fire in Flight

1. **Mixture** **IDLE CUTOFF**
2. **Fuel Selector** **Push Down and Rotate to OFF**
3. **Auxiliary Fuel Pump** **OFF**
4. **MASTER (ALT & BAT)** **OFF**
5. Cabin Vents OPEN as Req'd
6. Cabin HT and Air OFF
7. Airspeed 100 KIAS (If fire is not extinguished, increase glide speed to find airspeed, within airspeed limitations, which will provide an incombustible mixture)
8. Forced Landing Refer to EMERGENCY LANDING WITHOUT POWER Checklist

Electrical Fire in Flight

1. **STBY BATT** **OFF**
2. **MASTER (ALT & BAT)** **OFF**
3. **Cabin Vents** **CLOSED**
4. **Cabin HT & AIR** **OFF**
5. **Fire Extinguisher** **Activate**
6. **AVIONICS (BUS 1 & 2)** **OFF**
7. All Other Switches (except **MAGNETOS**) **OFF**

WARNING
AFTER THE FIRE
EXTINGUISHER HAS BEEN
USED, MAKE SURE THE FIRE IS
EXTINGUISHED BEFORE
EXTERIOR AIR IS USED TO
REMOVE SMOKE FROM CABIN.

8. Cabin Vents OPEN when sure the fire is completely extinguished
9. Cabin HT & AIR ON when sure the fire is completely extinguished.

If fire has been extinguished and electrical power is necessary for continued flight to the nearest suitable airport or landing area:

10. Circuit Breakers CHECK for open circuits, do not reset.
11. **MASTER (ALT & BAT)** **ON**
12. **STBY BATT** **ARM**
13. **AVIONICS Bus 1** **ON**
14. **AVIONICS Bus 2** **ON**

Cabin Fire

1. **STBY BATT** **OFF**
2. **MASTER (ALT & BAT)** **OFF**
3. **Cabin Vents** **CLOSED**
4. **Cabin HT & AIR** **OFF**
5. **Fire Extinguisher** **Activate**

WARNING
AFTER THE FIRE
EXTINGUISHER HAS BEEN
USED, MAKE SURE THE FIRE IS
EXTINGUISHED BEFORE
EXTERIOR AIR IS USED TO
REMOVE SMOKE FROM CABIN.

6. Cabin Vents OPEN when sure the fire is completely extinguished
7. Cabin HT & AIR ON when sure the fire is completely extinguished.
8. Land the airplane as soon as possible, and inspect for damage

Wing Fire

1. **Land/Taxi Lights** **OFF**
2. **Navigation Lights** **OFF**
3. **Strobe Lights** **OFF**
4. **Pitot Heat** **OFF**

NOTE

PERFORM A SIDESLIP TO KEEP THE FLAMES AWAY FROM THE FUEL TANK AND CABIN. LAND AS SOON AS POSSIBLE, USING FLAPS ONLY AS REQUIRED FOR FINAL APPROACH AND TOUCHDOWN.

For other Emergency and Abnormal Procedures See POH Section 3 Page

DITCHING	9
STATIC SOURCE	15
EXCESSIVE FUEL VAPOR	16
ABNORMAL LANDINGS	16
ELECTRIC POWER SUPPLY	17
AIR DATA SYSTEM	21
AHRS FAILURES	21
AUTO PILOT/ELECTRIC TRIM	22
PFD/MFD COOLING	23
VACUUM FAILURE	23
HIGH CO ADVISORY	24
MAXIMUM GLIDE	26

I certify this checklist has been reviewed for accuracy.

William M. Waite 28 FEB 2011
Wing Director of Operations Date