

# Civil Air Patrol

## Cessna: C182T (NAVIII)

CVD: 1 Sep 16 (G1000 & GFC700)

### Preflight Cabin

1. AIF...Review all & Inspect for Airworthiness.
2. Pitot Tube Cover...Remove & Check Clear.
3. Documents..... AROW in airplane
4. POH & Garmin G1000™ Cockpit Ref. Guide..... Accessible to Pilot.
5. Parking Brake.....Set.
6. Control/Avionics 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 magnetos 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.

7. MAGNETOS Switch.....Off.
8. Avionics Switch (BUS 1&2).....Off.
9. MASTER Switch (ALT & BAT).... On.
10. Primary Flt Display.....Verify On.
11. Hobbs & Tach Time.....Record.
12. FUEL QTY (L&R)..... Check.
13. LOW FUEL Annunciators.....Off.
14. OIL PRESS Annunciator....Verify On.
15. LOW VAC Annunciator...Verify On.
16. AVIONICS Switch (BUS 1).....On.
17. Forward Avionics Fan...Check On (Listen).
18. AVIONICS Switch (BUS 1).....Off.
19. AVIONICS Switch (BUS 2).....On.
20. Aft Avionics Fan....Check On (Listen).
21. AVIONICS Switch (BUS 2).....Off.
22. PITOT HEAT Switch..... On.
23. PITOT HEAT/Stall Warning... Check.
24. PITOT HEAT Switch.....Off.
25. Stall Warning System..... Check.
26. LOW VOLTS Annunciator...Check On.
27. Exterior lights..... Check then off.
28. Flap Motor.... Check (Full Flaps Down).
29. MASTER Switch (ALT & BAT).....Off.
30. Elevator & Rudder Trim.... Takeoff position.
31. FUEL SELECTOR Valve..... Both.
32. ALT STATIC AIR Valve....Off (Push In).
33. Fire Extinguisher... Check (gage-green arc).

### Preflight Empennage

1. Baggage Door..... Check (Secure).
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. Flap..... Check Condition.
2. Aileron..... Check Movement.

### Preflight Right Wing

1. Wing Tie Down..... Disconnect.
2. Fuel Tank Vent Opening.... Check.
3. Main Wheel Tire (42 PSI)....Check.
4. Brake..... Check Visually.
5. Chocks.....Remove & Stow.
6. Fuel Tank Sump Quick Drain Valves (5).....Drain.

See Fuel Contamination Warning in the POH.

7. Fuel Quantity.....Check Visually
8. Fuel Filler Cap...Secure and Vent Clear

### Nose

1. Static Source Opening (Right).....Check.
2. Fuel Strainer Quick Drain Valves (3)....Drain.

See Fuel Contamination Warning in the POH.

3. Engine Cooling Air Inlets....Check.
4. Propeller & Spinner..... Check.
5. Air Filter..... Check.
6. Nosewheel Strut/Tire(49PSI)Check.
7. Tow Bar/Chocks...Remove & Stow.
8. Engine Cooling Outlets.....Clear.
9. Engine Oil Dipstick.....Check oil level & secure (4 qt min., 9 qt for extended flights).
10. Static Source (Left).....Check.

### Preflight Left Wing Leading Edge

1. Fuel Tank Vent Opening..... Check.
2. Stall Warning Vane..... Check (freedom of movement).
3. Land/Taxi light(s)...Check condition.

### Preflight Left Wing

1. Wing Tie-down..... Disconnect.
2. Left Fuel Quantity... Visually Check.
3. Fuel Filler Cap....Secure & Vent Clear.
4. Fuel Tank Sump Quick Drain Valves (5)..... Drain.

See Fuel Contamination Warning in the POH.

5. Main Wheel Tire (42 PSI).....Check.
6. Brake.....Check Visually.
7. Chocks.....Remove & Stow.

### Preflight Left Wing Trailing Edge

1. Aileron..... Check Movement.
2. Flap..... Check Condition.
3. Baggage Door...Re-check (Secure).

### Before Starting Engine

1. Preflight Inspection.....Complete.

#### 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
2. Passenger & Msn Brief....Complete.
3. Sterile Cockpit.....Comply.
4. Seats / Belts / Shoulder Harness Adjust and lock, check inertial reels.
5. Brakes..... Test & Set.
6. Circuit Breakers..... Check In.
7. Electrical Equipment..... Off.
8. Avionics Switch (Bus 1&2).....Off.

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

9. Cowl Flaps.....Open.
10. Fuel Selector Valve..... Both.

### Starting Engine (Using Battery)

1. Throttle Control..... Open ¼ Inch.
2. Propeller Control..... High RPM.
3. Mixture Control.....Idle Cut Off.
4. Stby Batt Switch..... Test and Arm  
Hold for 10 seconds, verify that green test lamp does not go out, then ARM and verify that PFD comes on).
5. Engine Indicating System....Check parameters, (verify no red X's through ENGINE page indicators).
6. Bus E Volts.....24 volts min.
7. M Bus Volts...Verify 1.5 volts or less.
8. Batt S Amps..... Discharge (neg).
9. Stby Batt Annunciator..... On.
10. Propeller Area..... Clear.
11. Master Switch (Alt and Bat)..... On.
12. Beacon Light Switch... On.

Note: If engine is warm, omit priming procedure of steps 13, 14 and 15 below.

13. Fuel Pump Switch..... On.
14. Mixture Control...Advance to Full Rich, wait until fuel flow indication is stable, and then return to idle cut off position.
15. Fuel Pump Switch..... Off.
16. Magnetos Switch..... Start.
17. 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 ½ 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.

18. Oil Pressure.....Check.
19. Amps (M Batt & Batt S).....Check charge (positive).
20. Low Volts Annunciator.... Verify Off.
21. Mixture.....Lean for Max RPM.
22. Nav Lights Switches..... On as req.
23. Avionics Switch (Bus1&2)..... On.
24. Transponder..... Green, 1200.
25. Mission Master Switch.....On.
26. Flaps.....Retract.
27. Check MFD for correct A/C type and Navigation database expiration dates, then press ENT.
28. ATIS / AWOS.....Copy.
29. G1000 Flight Plan...Enter as Req'd.
30. Altimeters: PFD & Standby.....Set.

## Taxi

1. Mixture ..... Lean for Max RPM.
2. Brakes ..... Test.
3. Heat / Vents / Defrost..As Required.
4. Attitude Indicator. Verify Proper Ops.
5. Turn Coordinator. Verify Proper Ops.
6. HSI & Compass....Verify Proper Ops.

## Before Takeoff - Run-Up

1. Parking Brake ..... Set.
2. Pilot & Pax Seat Backs ..... Upright pos.
3. Seats and Seat Belts..... Secure.
4. Cabin Doors .....Closed and Locked.
5. Flight Controls .....Free & Correct.
6. Flight Instruments Check no red Xs.
7. Altimeters Recheck:
  - PFD (Baro) ..... Set.
  - Standby Altimeter ..... Set.
8. ALT SEL..... Set.
9. Standby Flight Instruments .. Check.
10. Fuel Quantity ..... Check.

**Note:** Flight is not recommended when both fuel quantity indicators are in the yellow arc range.

11. Mixture ..... Rich.
12. Fuel Selector Valve .....Set BOTH.
13. Electric/Manual Trim.....Check.
14. Autopilot.....ENGAGE verify can .....overpower in pitch and roll.
15. Autopilot Trim DISC Button verify aural alert and.....Off.
16. Flight Director .....Off.
17. Elevator & Rudder Trim for Takeoff.
18. Throttle Control..... 1800 RPM.
  - Magnetos Switch. Check (RPM drop 175 or 50 differential between magnetos.)
  - Prop Control..Cycle from high to low RPM, return to high RPM.
  - VAC Indicator ..... Check.
  - Engine Indicators.....Check.
  - Ammeters & Voltmeters.Check.
19. Annunciators...Check (none shown).
20. Throttle ..... Check Idle.
21. Throttle ..... 1000 RPM or less.
22. Throttle Friction Lock..... Adjust.
23. Mixture...Ground Lean as Required.
24. Com Frequency(s)..... Set.
25. Nav Frequency(s) ..... Set.

26. FMS/GPS Flight Plan...As Desired. NOTE: Check GPS 1 & 2 status
27. XPDR (Transponder)...Code Set/ALT.
28. CDI Softkey..... Select NAV source.

**Caution: (See Full Caution in POH) The G1000 HSI does not provide a warning "Flag". The missing D-Bar is considered to be the warning flag.**

**WARNING**  
(See Full Warning in POH)  
**Interruption of NAV signal to the autopilot will cause autopilot to revert to ROL mode with NO warning chime or PFD annunciation.**

29. Cabin Power 12V Switch.....Off.
30. Wing Flaps....UP 0°-20° (10° preferred).
31. Cowl Flaps ..... Open.
32. Cabin Windows.. Closed & Locked.
33. Strobe/Pulse Lights Switch ..... On.
34. Brakes..... Release.

## Takeoff

1. Flaps .....0°-20° (10° preferred).
  - Short Field T.O..... 20° Flaps / 58 KIAS Until Clear.
  - Soft Field T.O..... 20° Flaps/Ground Effect ASAP.
2. Throttle Control ..... Full.
3. Propeller Control ..... 2400 RPM.
4. Mixture Control .....Full Rich (above 5000 ft. alt., lean for max. RPM.)
5. Rotate ..... 50-60 KIAS.
6. Normal Climb Speed..... 80 KIAS.
7. Flaps..... Retract above 70 KIAS. At safe altitude

## After Takeoff and Climb

1. Airspeed..... 85-95 KIAS.
2. Throttle.....23 Inches or Full. (If less than 23 in. Hg.)
3. Propeller Control ..... 2400 RPM.
4. Mixture..... 15 GPH or Full Rich (If less than 15 GPH).
5. Cowl Flaps .... Open or as required.
6. Sterile Cockpit.....Terminate.

## Cruise

1. Power...15-23 In. at 2000-2400 RPM (no more than 80%).
2. Elevator & Rudder Trim ..... Adjust.
3. Mixture ..... Lean.
4. Cowl Flaps ..... Close.
5. FMS/GPS..... Review & Brief.
6. Auto Pilot.....As desired.

## Descent

1. Power ..... As Desired.
2. Mixture ..... Adjust as necessary.
3. Cowl Flaps ..... Closed.
4. Altimeters:
  - PFD (Baro) ..... Set.
  - Standby Altimeter..... Set.
5. G1000 Alt Select ..... Set.
6. CDI Softkey...Select NAV source.
7. FMS/GPS ..... Review & Brief.

**See Caution in Before Takeoff Run-up.**

**See Warning in Before Takeoff-Run-up.**

8. Fuel Selector Valve ..... Both.
9. Wing Flaps ..... As desired.

## Before Landing

1. Sterile Cockpit.....Comply.
2. Pilot & Passenger Seat Backs.....Upright Position.
3. Seats & Seat Belts.....Secured & Locked.
4. Fuel Selector..... Both.
5. Mixture Control..... Rich.
6. Propeller Control ..... High RPM.
7. Ldg, Taxi, & Pulse Light Switches .... On.
8. Autopilot ..... Off.
9. Cabin 12V Power Switch.....Off.

## Normal Landing

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

## Balked Landing

1. Power...Full Throttle Control & 2400 RPM.
2. Go Around Button..... Press.
3. Wing Flaps..... RETRACT to 20°
4. Climb Speed ..... 55 KIAS.
5. Wing Flaps-Retract Slowly (above 70 KIAS).
6. Cowl Flaps ..... Open.

## After Landing (Clear of Runway)

1. Wing Flaps ..... Up.
2. Cowl Flaps..... Open.
3. Lights..... As Required.
4. Pitot Heat..... Off.
5. Mixture...Lean as desired for GND Ops.

## Securing Aircraft

1. Parking Brake..... Set.
2. ELT (121.5)...Confirm Not Activated.
3. Throttle Control ..... Idle (pull full out).
4. Electrical Equipment ..... Off.
5. Avionics Switch (Bus 1&2) ..... Off.
6. Magnetos ..... Check for Ground.
7. Mixture ..... Idle Cut-Off.
8. Magnetos (Ignition) Switch..... Off.
9. Master Switch (ALT/BAT)..... Off.
10. Hobbs, Tach and Fuel.....Record.
11. Sterile Cockpit ..... Terminate.
12. Stby Batt Switch ..... Off.
13. Control/Avionics Lock..... Install.
14. Cowl Flaps ..... Closed.
15. Fuel Selector ..... Left or Right.
16. Chocks.....Install.
17. Parking Brake ..... Off.
18. Aircraft..... Secured & Locked.
19. Flight Plan & FRO ..... Closed.

## General...

- EMERGENCY..... 121.50
- Unicom..... 122.70-122.80-122.95 123.00-123.05
- Multicom ..... 122.90
- Flight Service ..... 122.20 (Most Common) 122.10-122.60-123.60
- Air to Air ..... 122.75-122.85-123.45

## Transponder Codes

- VFR Transponder..... 1200
- Lost Comm..... 7600
- Emergency..... 7700
- Hijack..... 7500

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.