Top Flight Aviation - Normal Checklist

Cessna: C182T (NAVIII)

CVD: 18 Jun 20 (G1000 - KAP140)

Preflight Cabin

1. AIF…Review all & Inspect for Airworthiness
2. Pitot Tube Cover…Remove & Check Clear
3. POH & Garmin G1000™ Cockpit Ref. Guide ..... Accessible to Pilot
4. Documents ..... AROW in airplane
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..... Check
24. PITOT HEAT Switch .....Off
25. Stall Warning System ..... Check
26. LOW VOLTS Annunciator …Check On
27. Exterior lights..... Check then off
28. Wing Flaps……..…….Extend
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 (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 Oil Dipstick ....Check oil level & secure (4 qt min., 9 qt for extended flights)
4. Engine Cooling Air Inlets…….Check
5. Propeller & Spinner……Check
6. Air Filter……..Check
7. Nosewheel Strut/Tire(49PSI).Check
8. Tow Bar/Chocks….Remove & Stow
9. Engine Cooling Outlets…….Clear
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 (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 Briefing…….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. Mission Master Switch……Off
9. 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.

10. Cowl Flaps……. Open
11. 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 smoothly to 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. Nav Lights Switch……..On as req
22. Avionics Switch (Bus1&2)……On
23. Mission Master Switch……On
24. Check MFD for correct A/C type and Navigation database expiration dates, then press ENT
25. Flight Data Logger-Status… ..Check
26. Fuel Totalizer……Reset
27. ATIS / AWOS……..…Copy
28. Altimeters: PFD & Standby……..Set
29. Clnc Del/Gnd Control……Contact
30. Transponder……Code/Flight ID/ALT
31. Wing Flaps……..Retract

32. Flight Plan……Enter
33. Parking Brake……Release

Taxi

1. Mixture…..Lean as desired for GND Ops
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
   - KAP 140 Autopilot (BARO).....Set
8. G1000 Altitude Select (ALT SEL).....Set
9. KAP 140 Altitude Preselect……..Set

Note: There is no connection between the G1000 Alt Sel feature and the KAP 140 autopilot altitude pre-select or altitude hold functions. G1000 and KAP 140 altitudes are set independently.

10. Standby Flight Instruments.. Check
11. Fuel Quantity ..... Check

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

12. Mixture..... .Rich
13. Fuel Selector Valve .....Set BOTH
14. Electric/Manual Trim……..Check
15. Autopilot..... ENGAGE verify can overpower in pitch and roll
16. Autopilot Trim DISC Button verify aural alert and……..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/Nav Frequency(s) .....Set
25. FMS/GPS Flight Plan ...As Desired
    NOTE: Check GPS 1 & 2 status
26. Transponder.....Code/ALT
27. 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

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

Takeoff

1. Flaps..... 0°-20° (10º 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. Fuel Selector Valve……..Both
6. Cowl Flaps..... Open or as required
7. 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……Closed
5. FMS/GPS……..Review & Brief
6. Auto Pilot……..Set

Descent

1. Power……As desired
2. Mixture……..Adjust as necessary
3. Cowl Flaps…… …….Closed
4. Altimeters:
   - PFD (Baro) .....Set
   - Standby Altimeter .....Set
   - KAP 140 Autopilot (BARO).....Set
5. G1000 Alt Select……..Set
6. KAP 140 Altitude Preselect……..Set
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 Valve……Both
10. 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……..Minimum 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. Transponder…..… . 1200/Flight ID
3. ELT (121.5)…..…Confirm Not Activated
4. Throttle Control ……...Idle (pull full out)
5. Electrical Equipment……Off
6. Mission Master Switch……..Off
7. Avionics Switch (Bus 1&2)……..Off
8. Magnetos…….Check for Ground
9. Mixture……Idle Cut-Off
10. Magnetos (Ignition) Switch……..Off
11. Master Switch (ALT/BAT)……Off
12. Hobbs, Tach and Fuel……..Record
13. Sterile Cockpit……Terminate
14. Stby Batt Switch……Off
15. Control/Avionics Lock……..Install
16. Cowl Flaps ……..Closed
17. Fuel Selector……..Left or Right
18. Chocks……..Install
19. Parking Brake …….. Off
20. Aircraft……..Secured & Locked
21. Flight Plan & FRO……...Closed

General...

- EMERGENCY……121.50
- Unicom……..122.70-122.80-122.95 ……123.00-123.05
- Multicom……...122.90
- Flight Service1….22.20 (Most Common) ……122.10-122.60-123.60
- Air to Air……122.75-122.85-123.45

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.