

## N358ME (CESSNA 182) CHECKLIST

### **BEFORE STARTING ENGINE:**

Preflight inspection -- COMPLETE  
Seats, Seat Belts, and Shoulder Harnesses -- ADJUST and LOCK  
Brakes -- TEST  
Circuit Breakers -- CHECK IN  
Electrical Equipment -- OFF  
Avionics Master Switch -- OFF  
Autopilot -- OFF  
Cowl Flaps -- OPEN  
Fuel Selector Valve -- BOTH  
Avionics Circuit Breakers -- CHECK IN

### **STARTING ENGINE:**

Throttle -- OPEN ¼"  
Propeller -- HIGH RPM  
Mixture -- IDLE CUT-OFF  
Propeller Area -- CLEAR  
Master Switch -- ON  
Flashing Beacon -- ON  
Auxiliary Fuel Pump -- ON  
Mixture -- ADVANCE until fuel flow just starts to rise, then return to IDLE CUT-OFF position  
Auxiliary Fuel Pump -- OFF  
Ignition Switch -- START (release when engine starts)  
Mixture -- Advance smoothly to RICH when engine fires  
Throttle -- 1000 RPM  
Oil pressure -- CHECK  
Mixture -- LEAN one inch for taxi  
Flaps -- UP  
Navigation, Cockpit, and Taxi Lights -- ON as required  
Avionics Master Switch -- ON  
Communication Radios:

	<u>DVT</u>	<u>SDL</u>	<u>FFZ</u>
ATIS	126.5	118.6	118.25
Ground	121.8	121.6	121.3
Tower	S: 118.4	119.9	124.6
	N: 120.2		
Practice area	122.75 (north)	122.85 (south)	

Altimeter -- SET to setting given by ATC

Annunciator Panel -- TEST  
GPS -- Confirm self-test and altimeter setting  
Transponder -- TEST, then STANDBY  
Autopilot -- enter altimeter setting  
Taxiing -- CHECK brakes immediately after airplane begins moving

### **DURING TURNS WHILE TAXIING:**

Turn Coordinator -- Indicates skidding turn in proper direction  
Heading Indicator -- Turns in proper direction  
Magnetic Compass -- Turns in proper direction, bowl full of fluid

### **BEFORE TAKEOFF:**

Passenger Seat Backs -- MOST UPRIGHT POSITION  
Seats & Seat Belts -- CHECK SECURE  
Cabin Doors -- CLOSED and LATCHED  
Flight controls -- FREE and CORRECT  
Fuel Quantity -- CHECK  
Fuel Selector Valve -- RECHECK BOTH  
Mixture -- FULL RICH  
Throttle -- 1800 RPM:  
Magnetos -- CHECK (max drop 150 RPM, max diff. 50 RPM)  
Propeller -- CYCLE from high to low to high RPM  
Vacuum -- Normal operating range  
Ammeter -- CHECK  
Engine Instruments -- CHECK  
Annunciator Panel -- No warnings illuminated  
Throttle -- CHECK IDLE  
Throttle -- 1000 RPM  
Throttle Friction Lock -- ADJUST  
Flight instruments -- SET:  
Attitude Indicator -- Check, Set for level flight  
Vertical Speed Indicator -- Note indication of 0 fpm climb  
Altimeter -- Should read within 75' of field elevation  
Airspeed Indicator -- indicates 0  
Pitot heat -- CHECK  
Elevator & Rudder Trim -- SET for TAKEOFF  
Communication Radio -- Tower or CTAF  
Navigation Radios -- SET if flying cross-country

NAV/GPS HIS Switch -- SET  
Autopilot -- OFF  
Strobe and Landing Lights -- ON  
Windows -- CLOSED  
Parking Brake -- OFF  
Transponder -- ALT

**NORMAL TAKEOFF:**

Flaps -- 0°  
Throttle -- FULL OPEN  
Airspeed Indicator -- Indicates increasing speed  
Elevator Control -- Rotate at 60 KIAS

**SHORT FIELD TAKEOFF:**

Flaps -- 20°  
Brakes -- HOLD  
Throttle -- FULL OPEN  
Brakes -- RELEASE  
Climb Speed -- 58 KIAS until obstacles cleared, then as appropriate  
Flaps -- RETRACT after reaching 70 KIAS

**NORMAL CLIMB:**

Airspeed -- 85-95 KIAS  
Power -- 23" or FULL THROTTLE (whichever is less)  
RPM -- REDUCE to 2400 RPM  
Mixture -- 15 GPH or FULL RICH (whichever is less)

**CRUISE:**

Power -- 15-23", 2000-2400 RPM (no more than 80% is recommended)  
Elevator Trim -- ADJUST  
Mixture -- lean to peak EGT minus 125° F.  
Cowl Flaps -- CLOSED

**BEFORE LANDING:**

Passenger Seat Backs -- MOST UPRIGHT POSITION  
Seats & Seat Belts -- SECURED & LOCKED  
Fuel Selector Valve -- BOTH  
Mixture -- RICH  
Propeller -- HIGH RPM  
Strobe and Landing Lights -- ON

Autopilot -- OFF

**NORMAL LANDING:**

Airspeed -- 70-80 KIAS (flaps UP)  
Flaps -- 0-10° < 140 KIAS, 10°-20° < 120 KIAS, FULL < 100 KIAS  
Airspeed -- 60-70 KIAS (flaps DOWN)

**SHORT OR SOFT FIELD LANDING:**

Flaps -- FULL DOWN (below 100 KIAS)  
Airspeed -- 60 KIAS

**BALKED LANDING:**

Throttle -- FULL OPEN  
Flaps -- RETRACT TO 20° (immediately)  
Airspeed -- 55 KIAS (until obstacles are cleared)  
Flaps -- RETRACT (after reaching a safe altitude and 70 KIAS)  
Cowl Flaps -- OPEN

**AFTER LANDING:**

Flaps -- RETRACT  
Cowl Flaps -- OPEN  
Transponder -- STANDBY

**SHUTDOWN:**

Call for fuel on 130.65 @ DVT  
Avionics Master Switch -- OFF  
Electrical Equipment -- OFF (except flashing beacon)  
Throttle -- IDLE  
Mixture -- IDLE CUT-OFF  
Ignition Switch -- OFF (after propeller stops turning)  
Flashing Beacon -- OFF  
Master Switch -- OFF  
Control Lock -- INSTALL  
Vents -- CLOSED  
Tiedowns -- SECURED  
Flight Plan -- CLOSED