

Civil Air Patrol

Cessna-182T Nav III – N354CP

Year of Manufacture: 2005

Preflight Cabin

1. Pitot Tube Cover Remove.
Check for blockage.
2. Hobbs Record.
3. POH..... Accessible to Pilot.
4. Garmin G1000™ Cockpit Ref. Guide..... Accessible to Pilot.
5. Weight & Balance..... Checked.
6. Parking Brake..... Set.
7. Control Wheel Lock..... Remove.
8. MAGNETOS Switch Off.
9. Avionics Switch (BUS 1&2)..... Off.

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.

10. MASTER Switch (ALT & BAT) .On.
11. Primary Flt DisplayVerify On.
12. Tach Times.....Verify.
13. Fuel
Totalizer.....Reset.
14. FUEL QTY (L&R) Check.
15. LOW FUEL Annunciators..... Off.
16. OIL PRESS Annunciator On.
17. LOW VOLTS Annunciator On.
18. LOW VACUUM Annunciator On.
19. AVIONICS Switch (BUS 1)..... On.
20. Forward Avionics Fan.....Listen.
21. AVIONICS Switch (BUS 1)..... Off.
22. AVIONICS Switch (BUS 2)..... On.
23. Aft Avionics Fan Listen.
24. AVIONICS Switch (BUS 2)..... Off.
25. PITOT HEAT Switch On/Check.
26. Stall Warning System..... Check.
27. PITOT HEAT Switch Off.
28. Flap motor Check at 10°-20°.
29. Exterior lights Check then off.
30. MASTER Switch (ALT & BAT) .Off.
31. Trim Controls..... Takeoff position.

32. FUEL SELECTOR Valve..... Both.
33. ALT STATIC AIR Valve.....Push In.
34. Fire ExtinguisherVerify green.

Preflight Empennage

1. Baggage DoorLocked with key.
2. Tail Tie-Down Disconnect.
3. Tail
Streamer.....Remove.
4. Control Surfaces.....Check.
5. Trim Tab Check for security.
6. Lights.....Check Condition.
7. Antennas Check.

Preflight Right Wing trailing edge

1. Aileron Check.
2. Flap..... Check.
3. Wing Tip/Lights Check.

Preflight Right Wing

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

See Fuel Contamination Warning in the POH.

7. Fuel QuantityCheck Visually.
8. Fuel Filler Cap..... Secure and Vent unobstructed.

Nose

1. Static Source (Right) Check.
- See Fuel Contamination Warning in the POH.
2. Quick Drain Valves (3).Drain.
 3. Engine Air Cooling 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 and secure. (4 qt min., 9 qt for extended flights)
 10. Static Source (Left)..... Check.

Preflight Left Wing

1. Wing Tie-down Disconnect.
2. Left Fuel Quantity... Visually Check.
3. Fuel Filler Cap.....Secure.

See Fuel Contamination Warning in the POH.

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

Preflight Left Wing Leading Edge

1. Fuel Tank Vent Opening Check.
2. Stall Warning Opening Check.
3. Land/Taxi light(s).. Check condition.
4. Wing Tip/Lights Check.

Preflight Left Wing Trailing Edge

1. Left Flap Check.
2. Left Aileron 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

Before Starting Engine

1. Preflight Inspection.....Complete.
2. Passenger Brief.....Complete.
3. Sterile Cockpit.....Comply.
4. Seats / Belts / Shoulder Harness
Adjust and lock, check inertial reels.
(front & rear).
5. Brakes Test & Set.
6. Circuit Breakers.....Check In.
7. Electrical Equipment Off.

Caution (See Complete Caution in POH)

The avionics switch (Bus 1 and 2) must be off during engine start

8. Avionics Switch (Bus 1&2) Off.
9. Cowl
Flaps.....Open.
10. Fuel Selector.....Recheck Both.

Starting Engine (Using Battery)

1. Throttle Control..... Open ¼ Inch.
2. Propeller Control High RPM.
3. Mixture ControlIdle 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 Volts24 volts min.
7. M Bus Volts.....Verify <1.5 volts.
8. Batt S Amps Discharge (neg).
9. Stby Batt Annunciator On.
10. Propeller Area..... Clear.
11. Master Switch (Alt and Bat) On.

Note

If engine is warm, omit priming procedure of steps 12, 13, 14 and 15 below.

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

17. Oil PressureCheck.
18. Mixture.....Lean for Taxi.
 - Throttle 1200 RPM
 - Mixture Lean to Max RPM.
 - Throttle 1,000 RPM
19. Amps (M Batt & Batt S).....Check.
charge (positive).

20. Low Volts Annunciator ...Verify Off.
21. Beacon Light Switch.....On as req.
22. Nav Lights Switch.....On as req.
23. Pulse light.....On.
24. Avionics Switch (Bus1&2) On.
25. Mission Master Switch.....On.
26. Check MFD for correct A/C type and Jeppesen expiration dates, then press ENT.
27. ATIS / AWOS Copy.

Pre-Taxi

1. Manual Electric Trim Check.
2. Autopilot.....ENGAGE verify can overpower in pitch and roll
3. Autopilot DISCONNECT verify aural alert and.....Off.
4. GPS 1 & 2 Status..... Check.
5. Transponder.....Set.

Taxi

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

Before Takeoff - Run-Up

1. Parking Brake Set.
2. Passenger 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: PFD, Stby, KAP140.Set
 - PDF (Baro).....Set.
 - Standby Altimeter.....Set.
 - KAP 140 Autopilot (Baro).....Set.
8. G1000 Altitude Select.....Set.
9. KAP 140 Altitude Preselect.....Set.

Note 1

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 2

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

12. Elevator & Rudder Trim for Takeoff.
13. Autopilot and Flight Director....Off.
14. Mixture.....Full Rich or as required.

15. 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(none)
- Ammeters & Voltmeters.Check.

16. Annunciators...Check (none shown).
17. Throttle Check Idle.
18. Throttle 1000 RPM or less.
19. Throttle Friction Lock..... Adjust.
20. Mixture.....Lean as Required.
21. Com Frequency(s)..... Set.
22. Nav Frequency(s)..... Set.
23. FMS/GPS Flight Plan ..As Desired.
24. 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.

25. Cowl Flaps.....Open.
26. Cabin Windows .Closed & Locked.
27. Strobe/Pulse Lights Switch.....On.
28. 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. Mixture Control Full Rich above 5000 ft. alt., lean for max. RPM.
3. Throttle Control Full.
4. Propeller Control..... 2400 RPM.
5. Rotate50-60 KIAS.
6. Normal Climb Speed 80 KIAS.
7. Flaps..... Retract above 70 KIAS.

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 as required.
6. Mission Master Switch.....On.
7. Sterile Cockpit.....Terminate.

Cruise

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

Descent

1. Power.....As Desired.
2. Mixture Enrich as required.
3. Cowl Flaps..... Closed.
4. Altimeters: PFD, Stby, KAP140...Set.
5. G1000 Alt Select..... Set.
6. KAP 140 Altitude Preselect.....Set.
7. CDI Softkey.. Select NAV source.

See Warning in Before Takeoff-Run-up.

8. FMS/GPS Review & Brief.
See Caution 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..... Most Upright Position.
3. Seats & Belts ..Secured & Locked.
4. Fuel Selector..... Recheck Both.
5. Mixture Control Rich.

6. Propeller Control.....High RPM.
7. Landing & Taxi Light Switches On.
8. Autopilot.....Off.

Normal Landing

1. Airspeed...70-80 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....Gently Lower Nose.
7. Braking..... Min Required.

Balked Landing

1. Power. Full Throttle & 2400 RPM.
2. Wing Flaps... 20° IMMEDIATELY.
3. Climb Speed 55 KIAS.
4. Flaps Retract Slowly (above 70 KIAS).
5. Cowl Flaps Open.

After Landing (Clear of Runway)

1. Wing Flaps Up.
2. Cowl Flaps Open.
3. LightsAs Required.
4. Transponder Set.
5. Mixture.....Lean for Taxi.
6. Pitot Heat Off.
7. Sterile Cockpit..... Terminate.

Securing Aircraft

1. Parking Brake Set.
2. ELT 121.5.....Check.
3. Throttle(1800 for 15 seconds) thenIdle.
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. Stby Batt Switch.....Off.
12. Control/Avionics Lock Install.
13. Cowl Flaps Closed.
14. Fuel Selector..... Left or Right.
15. Chocks..... Install.
16. Parking Brake Off.
17. Aircraft..... Secured & Locked.
18. Flight Plan & FRO 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.



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