

Normal Checklist Cessna F182Q

Cockpit Check	
Pre-flight inspection	completed
Documents	checked
Seat belts	fastened
Cabin doors	locked
Avionics/Transponder	off
Lights	normal
Parking brake	set
Alternate static	normal
Trim	T/O position
Cowl flaps	open
Fuel selector	both tanks
Passenger briefing	completed
Departure & T/O briefing	completed

Cockpit Check completed

Before Start Check	
Battery master	on
Avionic master	off
Engine controls	for start

Before Start Check completed

After Start Check	
Oil pressure	checked
Ammeter	checked
Suction	checked
Transponder	standby
Pitot heat	_____
Circuit breakers	checked
Parking brake	release

After Start Check completed

Taxi Check	
Flight controls	checked
Flight instruments	set and checked
Brakes	checked

Taxi Check completed

Engine Run Up

Throttle	1700 rpm
Magnetos	checked
Carburettor heat	checked
Propeller governor	checked
Suction	checked
Ammeter	checked
Engine instruments	checked
Throttle	idle and 1000 rpm

Engine Run Up completed

Before Take-Off Check	
Engine run up	completed
Lights	for take-off
Flaps	_____
Fuel selector	both tanks

Before Take-Off Check completed

Cleared for T/O-Check	
Transponder	_____
Heading indicator	checked

Cleared for T/O-Check completed

After T/O-Check	
Altimeters	____, ____ X checked
Landing light	_____
Flaps	_____ up
Cowl flaps	_____

After T/O-Check completed

Approach Check	
Altimeters	____, ____ X checked
Engine controls	_____
Fuel selector	both tanks
Approach briefing	completed

Approach Check completed

Final Check	
Landing light	on
Carburettor heat	on
Propeller	full fine
Mixture	rich
Flaps	_____

Final Check completed

After Ldg. Check	
Carburettor heat	off
Lights	after landing
Pitot heat	off
Flaps	up
Transponder	standby
Cowl flaps	open

After Landing Check completed

Shut Down

Parking brake	set
Avionics master	off
Mixture	idle cut off

Propeller stop

Magnetos.	off
Master switch	off
Taxi & Nav. lights	off
Fuel selector	right tank
Parking brake	_____

Shut Down completed

v_a	1330 kg	111 kt (IAS)
	1111 kg	100 kt (IAS)
v_y	msl	78 kt (IAS)
	12000 ft	71 kt (IAS)
v_x	flaps 20°	57 kt (IAS)
v_{ref}	flaps 0°	70 kt (IAS)
	flaps 20°	65 kt (IAS)
	flaps 40°	60 kt (IAS)

Best Glide (flaps up, propeller wind milling) 70 kt (IAS)

Best Glide (flaps 40°, propeller wind milling) 65 kt (IAS)

Engine Malfunctions

Before Lift Off	
Throttle	close
Brakes	apply fully
Mixture	idle cut off
Fuel selector	off
Magnetos	off
Master switch	off
Cabin doors	unlatch

After Lift Off	
Airspeed	65 - 70 kt
Throttle	close
Mixture	idle cut off
Fuel selector	off
Magnetos	off
Master switch	off
Cabin doors	unlatch

Perform forced landing

In-flight	
Airspeed	70 kt
Carburettor heat	on
Fuel selector	both
Mixture	rich
Magnetos	both
Starter	activate

If restarting the engine is not recommended or unsuccessful - conduct forced landing

Electrical malfunctions

Over-voltage alarm	
Avionic master	off
Master switch	off
Master switch	on

If over-voltage light does not illuminate again, avionic master → on, otherwise perform subsequent check

Supply malfunctions	
Alternator master	off

Nonessential avionics and equipment → off and terminate flight as soon as possible

Fire

Engine fire	
Mixture	idle cut off
Fuel selector	close
Master switch	off
Cabin heating / air	close
Airspeed	100 kt

Try to extinguish the fire by increasing the airspeed - conduct forced landing

Cabin fire	
Master switch	off
Cabin heating / air	close
Fire extinguisher	engage

After the extinguisher has been discharged, open cabin air vents and land immediately

Wing fire	
Nav. lights	off
Strobes	off
Pitot heat	off

Establish an attitude (slip) to keep fire away from fuel cells and cabin - land as soon as possible - use flaps only, if necessary

Electric fire	
Master switch	off
Electrical equipment	off
Cabin heating / air	close
Fire extinguisher	activate

After the extinguisher has been discharged open cabin air vents and land as soon as possible.

Landing

Flat tire (main gear)	
Approach	as required
Flaps	40°

Touch Down on inflated tire first

Ditching	
Bulky luggage	secure
Life vest / dinghy	as required
Approach	as required
Cabin doors	unlatch
Windows	open
ELT	activate

Conduct forced landing - strong wind - into the headwind, light wind - parallel to the swell - IAS 60 kt and ROD < 300ft/min

Forced Landing

Engine running	
Airspeed (best glide)	65 kt
Flaps	40°
Avionics master	off
Magnetos	off
Master switch	off
Cabin doors	unlatch

Perform last two items just before touch down

Engine failure	
Airspeed (best glide)	65 kt
Mixture	idle cut off
Propeller	full aft
Magnetos	off
Fuel selector	off
Flaps	
Avionics master	off
Master switch	off
Cabin doors	unlatch

Perform last two items just before touch down

Elevator malfunction	
Throttle	as required
Trim	IAS 80 kt level flight

Do not change trim until touch down – when reducing power trim nose up to flare

Attention: The pilot in command is supposed to perform the **bold face items** by heart!