Cessna
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Pilots' Checklist

SkyLane

Model 182T
NAV III AVIONICS OPTION

THIS CHECKLIST IS CURRENT WITH MODEL 182T NAV III POH FAA APPROVED U.S. PILOT'S OPERATING HANDBOOK REVISION 3, DATED 19 JULY, 2005. (PART NUMBER 182TPHAUS-03)

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NORMAL
BEFORE TAKEOFF
LANDING
EMERGENCY
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AIRSPEEDS

AIRSPEEDS FOR EMERGENCY OPERATIONS

ENGINE FAILURE AFTER TAKEOFF

Wing Flaps Up . . . . . 75 KIAS
Wing Flaps 10° - FULL . . . . . 70 KIAS

MANEUVERING SPEED

3100 POUNDS . . . . . 110 KIAS
2600 POUNDS . . . . . 101 KIAS
2100 POUNDS . . . . . 91 KIAS

MAXIMUM GLIDE

3100 POUNDS . . . . . 76 KIAS
2600 POUNDS . . . . . 70 KIAS
2100 POUNDS . . . . . 58 KIAS

PRECAUTIONARY LANDING WITH ENGINE POWER . . . . . 70 KIAS

LANDING WITHOUT ENGINE POWER

Wing Flaps Up . . . . . 75 KIAS
Wing Flaps 10° - FULL . . . . . 70 KIAS

EMERGENCY PROCEDURES

Procedures in the Emergency Procedures Checklist portion of this section shown in **bold-faced** type are immediate action items which should be committed to memory.

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. **Throttle Control . . . . . IDLE (pull full out)**
2. **Brakes . . . . . APPLY**
3. Wing Flaps . . . . . RETRACT
4. Mixture Control . . . . . IDLE CUT OFF (pull full out)
5. MAGNETOS Switch . . . . . OFF
6. STBY BATT Switch . . . . . OFF
7. MASTER Switch (ALT and BAT) . . . . . OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed . . . . . 75 KIAS (Flaps UP)**
   70 KIAS (Flaps 10° - FULL)
2. Mixture Control . . . . . IDLE CUT OFF (pull full out)
3. FUEL SELECTOR Valve . . . . PUSH DOWN and ROTATE TO OFF
4. MAGNETOS Switch . . . . . OFF
5. Wing Flaps . . . . . AS REQUIRED
   (FULL recommended)
6. STBY BATT Switch . . . . . OFF
7. MASTER Switch (ALT and BAT) . . . . . OFF
8. Cabin Door . . . . . UNLATCH
9. Land . . . . . STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (RESTART PROCEDURES)

1. **Airspeed . . . . . 76 KIAS (best glide speed)**
2. **FUEL SELECTOR Valve . . . . . BOTH**
3. **FUEL PUMP Switch . . . . . ON**
4. **Mixture Control . . . . . RICH (if restart has not occurred)**
5. MAGNETOS Switch . . . . . BOTH (or START if propeller is stopped)

NOTE

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn MAGNETOS switch to START, advance throttle slowly from idle, and lean the mixture from full rich as required to obtain smooth operation.

6. FUEL PUMP Switch. . . . . OFF

NOTE

If the indicated fuel flow (FFLOW GPH) immediately drops to zero, a sign of failure of the engine-driven fuel pump, return the FUEL PUMP Switch to the ON position.

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Passenger Seat Backs . . . . . MOST UPRIGHT POSITION
2. Seats and Seat Belts . . . . . SECURE
3. Airspeed . . . . . 75 KIAS (Flaps UP)
   70 KIAS (Flaps 10° - FULL)
4. Mixture Control . . . . . IDLE CUT OFF
5. FUEL SELECTOR Valve . . . . PUSH DOWN and ROTATE TO OFF
6. MAGNETOS Switch. . . . . OFF
7. Wing Flaps . . . . . AS REQUIRED
   (FULL recommended)
8. STBY BATT Switch . . . . . OFF
9. MASTER Switch (ALT and BAT) . . . . . OFF
   (when landing is assured)
10. Doors . . . . . UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown . . . . . SLIGHTLY TAIL LOW
12. Brakes . . . . . APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Passenger Seat Backs . . . . . MOST UPRIGHT POSITION
2. Seats and Seat Belts . . . . . SECURE
3. Airspeed . . . . . 75 KIAS
4. Wing Flaps . . . . . 20°
5. Selected Field . . . . . FLY OVER
   (noting terrain and obstructions)
6. Wing Flaps. . . . . FULL (on final approach)
7. Airspeed . . . . . 70 KIAS
8. STBY BATT Switch . . . . . OFF
9. MASTER Switch (ALT and BAT) . . . . . OFF
10. Doors . . . . . UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown . . . . . SLIGHTLY TAIL LOW
12. Mixture Control . . . . . IDLE CUT OFF
13. MAGNETOS Switch. . . . . OFF
14. Brakes . . . . . APPLY HEAVILY

DITCHING

1. Radio. . . . . TRANSMIT MAYDAY on 121.5 MHZ, (Give Location, Intentions and SQUAWK 7700)
2. Heavy Objects (in baggage area) . . . . . SECURE OR JETTISON (if possible)
3. Passenger Seat Backs . . . . . MOST UPRIGHT POSITION
4. Seats and Seat Belts . . . . . SECURE
5. Wing Flaps . . . . . 20° - FULL
6. Power. . . . . ESTABLISH 300 FT/MIN DESCENT AT 65 KIAS

NOTE

If no power is available, approach at 70 KIAS with Flaps UP or at 65 KIAS with Flaps 10°.

7. Approach
   - High Winds, Heavy Seas . . . . . INTO THE WIND
   - Light Winds, Heavy Swells . . . . . PARALLEL TO SWELLS
8. Cabin Doors. . . . . UNLATCH
9. Touchdown . . . . . LEVEL ATTITUDE AT ESTABLISHED RATE-OF-DESCENT
10. Face . . . . . CUSHION at touchdown with folded coat
11. ELT . . . . . ACTIVATE
12. Airplane . . . . . EVACUATE THROUGH CABIN DOORS
    If necessary, open window and flood cabin to equalize pressure so doors can be opened.
13. Life Vests and Raft . . . . . INFLATE WHEN CLEAR OF AIRPLANE

FIRES

DURING START ON GROUND

1. **MAGNETOS Switch . . . . . START**
(Continue cranking to start the engine)

IF ENGINE STARTS

2. Power . . . . . 1700 RPM for a few minutes
3. Engine . . . . . SHUT DOWN and inspect for damage

IF ENGINE FAILS TO START

2. **Throttle Control . . . . . FULL OPEN**
3. **Mixture Control . . . . . IDLE CUT OFF**
4. **MAGNETOS Switch . . . . . START (continue cranking)**
5. **FUEL SELECTOR Valve . . . . PUSH DOWN and ROTATE TO OFF**
6. **FUEL PUMP Switch . . . . . OFF**
7. **MAGNETOS Switch . . . . . OFF**
8. **STBY BATT Switch . . . . . OFF**
9. **MASTER Switch (ALT and BAT) . . . . . OFF**
10. Engine . . . . . SECURE
11. Parking Brake . . . . . RELEASE
12. Fire Extinguisher . . . . . OBTAIN
(Have ground attendants obtain if not installed)
13. Airplane . . . . . EVACUATE
14. Fire . . . . . EXTINGUISH using fire extinguisher, wool blanket, or dirt
15. Fire Damage . . . . . INSPECT
(Repair damage or replace damaged components or wiring before conducting another flight)

ENGINE FIRE IN FLIGHT

1. **Mixture Control . . . . . IDLE CUT OFF**
2. **FUEL SELECTOR Valve . . . . PUSH DOWN and ROTATE to OFF**
3. **FUEL PUMP Switch . . . . . OFF**
4. **STBY BATT Switch . . . . . OFF**
5. **MASTER Switch (ALT and BAT) . . . . . OFF**
6. Cabin Heat and Air . . . . . OFF (except overhead vents)
7. Airspeed . . . . . 100 KIAS
   (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture)
8. Forced Landing . . . . . EXECUTE
   (Refer to EMERGENCY LANDING WITHOUT ENGINE POWER, page E-6)

ELECTRICAL FIRE IN FLIGHT

1. **STBY BATT Switch** . . . . . **OFF**
2. **MASTER Switch (ALT and BAT)** . . . . . **OFF**
3. **Vents/Cabin Air/Heat** . . . . . **CLOSED**
4. **Fire Extinguisher** . . . . . **ACTIVATE** (if available)
5. AVIONICS Switch (BUS 1 and BUS 2). . . . . OFF
6. All Other Switches (except MAGNETOS switch). . . . . OFF

WARNING

AFTER THE FIRE EXTINGUISHER HAS BEEN USED, MAKE SURE THAT THE FIRE IS EXTINGUISHED BEFORE EXTERIOR AIR IS USED TO REMOVE SMOKE FROM THE CABIN.

7. Vents/Cabin Air/Heat. . . . . OPEN
(When sure that fire is completely extinguished)

IF FIRE HAS BEEN EXTINGUISHED AND ELECTRICAL POWER IS NECESSARY FOR CONTINUED FLIGHT TO NEAREST SUITABLE AIRPORT OR LANDING AREA

8. Circuit Breakers . . . . CHECK for OPEN circuit(s), DO NOT RESET
9. MASTER Switch (ALT and BAT) . . . . . ON
10. AVIONICS Switch (BUS 1). . . . . ON
11. AVIONICS Switch (BUS 2). . . . . ON

CABIN FIRE

1. **STBY BATT Switch** ..... **OFF**
2. **MASTER Switch (ALT and BAT)** ..... **OFF**
3. **Vents/Cabin Air/Heat** ..... **CLOSED**
   (to avoid drafts)
4. **Fire Extinguisher** ..... **ACTIVATE**
   (if available)

WARNING

AFTER THE FIRE EXTINGUISHER HAS BEEN USED, MAKE SURE THAT THE FIRE IS EXTINGUISHED BEFORE EXTERIOR AIR IS USED TO REMOVE SMOKE FROM THE CABIN.

5. Vents/Cabin Air/Heat ..... OPEN
   (When sure that fire is completely extinguished)
6. Land the airplane as soon as possible to inspect for damage.

WING FIRE

1. **LAND and TAXI Light Switches** ..... **OFF**
2. **NAV Light Switch** ..... **OFF**
3. **STROBE Light Switch** ..... **OFF**
4. **PITOT HEAT Switch** ..... **OFF**

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

ICING

INADVERTENT ICING ENCOUNTER DURING FLIGHT

1. **PITOT HEAT Switch. . . . . ON**
2. **Turn back or change altitude** to obtain an outside air temperature that is less conducive to icing.
3. **Pull cabin heat control full out and rotate defroster control clockwise** to obtain maximum defroster airflow.
4. Increase engine speed to minimize ice build-up on propeller blades. If excessive vibration is noted, momentarily reduce engine speed to 2200 RPM with the propeller control, and then rapidly move the control forward.

NOTE

Cycling the RPM flexes the propeller blades and high RPM increases centrifugal force, causing ice to shed more rapidly.

5. Watch for signs of induction air filter icing. A loss of manifold pressure could be caused by ice blocking the air intake filter. Adjust the throttle as necessary to hold manifold pressure. Adjust mixture, as necessary, for any change in power settings.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With an ice accumulation of 0.25 inch or more on the wing leading edges, be prepared for significantly higher power requirements, higher approach and stall speeds, and a longer landing roll.
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
10. Perform a landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 80 to 90 KIAS depending upon the amount of the accumulation.
12. Perform a landing in level attitude.
13. Missed approaches should be avoided whenever possible because of severely reduced climb capability.

STATIC SOURCE BLOCKAGE (ERRONEOUS INSTRUMENT READING SUSPECTED)

1. **ALT STATIC AIR Valve . . . . . PULL ON**
2. CABIN HT and CABIN AIR Knobs . . . . . PULL ON
3. Vents . . . . . CLOSED
4. Airspeed . . . . . Refer to the POH, Section 5, Figure 5-1 (Sheet 2) Airspeed Calibration, Alternate Static Source.
5. Altitude . . . . . Refer to the POH, Section 5, Figure 5-2 Altimeter Correction, Alternate Static Source

EXCESSIVE FUEL VAPOR

FUEL FLOW STABILIZATION PROCEDURES

(If flow fluctuations of 1 GPH or more, or power surges occur.)

1. FUEL PUMP Switch . . . . . ON
2. Mixture . . . . . ADJUST AS NECESSARY (for smooth engine operation)
3. Fuel Selector Valve . . . . . SELECT OPPOSITE TANK (if vapor symptoms continue)
4. FUEL PUMP Switch . . . . . OFF (after fuel flow has stabilized)

ABNORMAL LANDINGS

LANDING WITH A FLAT MAIN TIRE

1. Approach . . . . . NORMAL
2. Wing Flaps . . . . . FULL
3. Touchdown . . . . . GOOD MAIN TIRE FIRST
   (Hold airplane off flat tire as long as possible with aileron control)
4. Directional Control . . . . . MAINTAIN
   (Using brake on good wheel as required)

LANDING WITH A FLAT NOSE TIRE

1. Approach . . . . . NORMAL
2. Wing Flaps . . . . . AS REQUIRED
   120 to 140 KIAS - Flaps UP - 10°
   100 to 120 KIAS - Flaps 10° - 20°
   Below 100 KIAS - Flaps FULL
3. Touchdown . . . . . ON MAINS
   (Hold nosewheel off the ground as long as possible)
4. When nosewheel touches down, maintain full up elevator as airplane slows to stop.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

M BUS VOLTS MORE THAN 32 OR M BAT AMPS MORE THAN 40

1. MASTER Switch (ALT Only) . . . . . OFF

NOTE

The Main Battery supplies electrical power to the Main and Essential Buses until M BUS VOLTS decreases below 20 volts. When M BUS VOLTS falls below 20 volts, the Standby Battery System will automatically supply electrical power to the Essential Bus for at least 30 minutes.

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M BUS VOLTS MORE THAN 32 OR M BAT AMPS MORE THAN 40 (Continued)

2. Electrical Load . . . . . REDUCE IMMEDIATELY as follows:
   a. AVIONICS Switch (BUS 1). . . . . OFF
   b. PITOT HEAT . . . . . OFF
   c. BEACON Light . . . . . OFF
   d. LAND Light . . . . . OFF
      (use as required for landing)
   e. TAXI Light . . . . . OFF
   f. NAV Lights . . . . . OFF
   g. STROBE Lights. . . . . OFF
   h. CABIN PWR 12V . . . . . OFF

NOTE

Select COM1 MIC and NAV1 on the audio panel and tune to the active frequency before setting AVIONICS BUS 2 to OFF. If COM2 MIC and NAV2 are selected when AVIONICS BUS 2 is set to off, the COM and NAV radios cannot be tuned.

   i. COM1 and NAV1. . . . . TUNE TO ACTIVE FREQUENCY
   j. COM1 MIC and NAV1. . . . . SELECT
      (COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF)

NOTE

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

KAP 140 Autopilot	GMA 1347 Audio Panel
COMM 2	NAV 2
GTX 33 Transponder	GDU 1040 MFD

   k. AVIONICS Switch (BUS 2). . . . . OFF
      (KEEP ON if in clouds)

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M BUS VOLTS MORE THAN 32 OR M BAT AMPS MORE THAN 40 (Continued)

3. Land as soon as practical.

NOTE

Make sure a successful landing is possible before extending flaps. The flap motor is a large electrical load during operation.

LOW VOLTS ANNUNCIATOR COMES ON BELOW 1000 RPM

1. Throttle Control . . . . . 1000 RPM
2. Low Voltage Annunciator (LOW VOLTS) . . . . . CHECK OFF

LOW VOLTS ANNUNCIATOR REMAINS ON AT 1000 RPM

3. Authorized maintenance personnel must do electrical system inspection prior to next flight.

LOW VOLTS ANNUNCIATOR COMES ON OR DOES NOT GO OFF AT HIGHER RPM

1. MASTER Switch (ALT Only) . . . . . OFF
2. Alternator Circuit Breaker (ALT FIELD) . . . . . CHECK IN
3. MASTER Switch (ALT and BAT) . . . . . ON
4. Low Voltage Annunciator (LOW VOLTS) . . . . . CHECK OFF
5. M BUS VOLTS . . . . . CHECK 27.5 V minimum
6. M BAT AMPS . . . . . CHECK CHARGING (+)

IF LOW VOLTS ANNUNCIATOR REMAINS ON

7. MASTER Switch (ALT Only) . . . . . OFF

NOTE

The Main Battery supplies electrical power to the Main and Essential Buses until M BUS VOLTS decreases below 20 volts. When M BUS VOLTS falls below 20 volts, the Standby Battery System will automatically supply electrical power to the Essential Bus for at least 30 minutes.

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IF LOW VOLTS ANNUNCIATOR REMAINS ON (Continued)

8. Electrical Load . . . . . REDUCE IMMEDIATELY as follows:
   a. AVIONICS Switch (BUS 1). . . . . OFF
   b. PITOT HEAT . . . . . OFF
   c. BEACON Light . . . . . OFF
   d. LAND Light . . . . . OFF
      (Use as required for landing)
   e. TAXI Light . . . . . OFF
   f. NAV Lights . . . . . OFF
   g. STROBE Lights. . . . . OFF
   h. CABIN PWR 12V . . . . . OFF

NOTE

Select COM1 MIC and NAV1 on the audio panel and tune to the active frequency before setting AVIONICS BUS 2 to OFF. If COM2 MIC and NAV2 are selected when AVIONICS BUS 2 is set to off, the COM and NAV radios cannot be tuned.

   i. COM1 and NAV1. . . . . TUNE TO ACTIVE FREQUENCY
   j. COM1 MIC and NAV1. . . . . SELECT
      (COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF)

NOTE

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

KAP 140 Autopilot	GMA 1347 Audio Panel
COMM 2	NAV 2
GTX 33 Transponder	GDU 1040 MFD

   k. AVIONICS Switch (BUS 2). . . . . OFF
      (KEEP ON if in clouds)

9. Land as soon as practical.

NOTE

Make sure a successful landing is possible before extending flaps. The flap motor is a large electrical load during operation.

AIR DATA SYSTEM FAILURE

RED X - PFD AIRSPEED INDICATOR

1. ADC/AHRS Circuit Breakers . . . . . CHECK IN (ESS BUS and AVN BUS 1)
   If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed Indicator . . . . . USE FOR AIRSPEED INFORMATION

RED X - PFD ALTITUDE INDICATOR

1. ADC/AHRS Circuit Breakers . . . . . CHECK IN (ESS BUS and AVN BUS 1)
   If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Altimeter . . . . . CHECK current barometric pressure SET. USE FOR ALTITUDE INFORMATION.

ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) FAILURE

RED X - PFD ATTITUDE INDICATOR

1. ADC/AHRS Circuit Breakers . . . . . CHECK IN (ESS BUS and AVN BUS 1)
   If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator. . . . . USE FOR ATTITUDE INFORMATION

RED X - HORIZONTAL SITUATION INDICATOR (HSI)

1. ADC/AHRS Circuit Breakers . . . . . CHECK IN (ESS BUS and AVN BUS 1)
   If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Non-Stabilized Magnetic Compass . . . . . USE FOR HEADING INFORMATION

DISPLAY COOLING ADVISORY

PFD1 COOLING OR MFD1 COOLING ANNUNCIATOR(S)

1. Cabin Heat (CABIN HT) . . . . . REDUCE
(minimum preferred)
2. Forward Avionics Fan . . . . . CHECK
(Feel for airflow from screen on glareshield)

IF FORWARD AVIONICS FAN HAS FAILED

3. STBY BATT Switch . . . . . OFF
(Unless needed for emergency power)

IF PFD1 COOLING OR MFD1 COOLING ANNUNCIATOR DOES NOT GO OFF WITHIN 3 MINUTES OR IF BOTH PFD1 COOLING AND MFD1 COOLING ANNUNCIATORS COME ON

3. STBY BATT Switch . . . . . OFF
(Land as soon as practical)

VACUUM SYSTEM FAILURE

LOW VACUUM ANNUNCIATOR COMES ON

CAUTION

IF VACUUM POINTER IS OUT OF THE GREEN ARC DURING FLIGHT OR GYRO FLAG IS SHOWN ON THE STANDBY ATTITUDE INDICATOR, THE STANDBY ATTITUDE INDICATOR MUST NOT BE USED FOR ATTITUDE INFORMATION.

1. **Vacuum Indicator (VAC). . . . . CHECK** EIS SYSTEM page
(Make sure vacuum pointer is in green arc limits)