

C182 (Cessna Skylane) FBK CHECKLIST Version 2.0

<p><u>INITIAL CHECKS</u></p> <p>Documents.....AROWJIPI Fire extinguisher.....secured/charged First Aid Kit.....stowed Loose items.....stowed or secured Elevator trim.....through range, set to take off Rudder trim.....set Battery.....on Flaps.....extend for inspection Lights and Annunciators.....check Circuit breakers.....in Pitot Heat and stall warning.....check Fuel gauges.....check level Battery.....off ELT.....armed Cowl Flaps.....open EXTERNAL Inspection.....per POH</p> <p><u>PRE-START CHECKS</u></p> <p>Fuel.....on left Doors and seat belts.....secure Passenger brief..... Mixture.....Full lean Throttle.....open 1/4" Propeller.....Full Fine Switches and avionics master.....off Mags.....on Both Battery (only).....on Beacon.....on Brakes.....set <i>If engine warm omit priming, next 3 steps</i> Fuel pump.....on Mixture.....rich until fuel flow, then lean Fuel pump.....off Check....."Clear Prop" Magnetos.....Start Engine start.....mixture rich Throttle.....set 1000rpm Oil pressure.....check green within 30 secs</p> <p><u>AFTER START</u></p> <p>Mixture.....lean for taxi Record.....engine on time ALTERNATOR.....ON Ammeter.....positive charge Avionics Master and radios.....on Fuel flow.....green Fuel pump.....off, check flow Flaps.....retract Flight Instruments.....check and set Transponder.....STBY Radios and avionics.....set, Radio check GPS Flight Plan.....program as required</p>	<p><u>TAXI CHECKS</u></p> <p>Fuel selector.....Right Heat/vent/defrost.....set Taxi light.....as required Brakes.....checked Instruments.....turning checks</p> <p><u>RUN-UP CHECKS</u></p> <p>Line up.....into wind Nose wheel.....straight Brakes.....set Fuel.....Both Mixture.....Rich Lookout.....all clear Oil temp & pressure.....OK Propeller.....Full Fine Throttle.....1800rpm Oil temp & pressure.....green arc Fuel flow.....green arc Ammeter/Alternator.....Check with load Vacuum.....green Magnetos.....max drop 150, max diff 50 Propeller.....Exercise Mixture.....check Slow idle.....smooth running Throttle.....set 1000rpm Friction lock.....set GPS RAIM prediction.....check for IFR Autopilot.....test</p> <p><u>PRE-TAKEOFF CHECKS</u></p> <p>Doors and windows.....secure Seat belts.....secure Flaps.....as required (0-20deg) Cowl Flaps.....Open Mixture.....rich or as required Propeller.....Full Fine Landing light.....on Pitot heat.....as required Mags.....on BOTH Master.....ON Instruments.....check and set Avionics.....check and set Autopilot.....Check Off Trim.....both set Controls.....Correct & free Flight Plan.....open Takeoff.....brief Transponder.....ALT Record.....takeoff time</p>	<p><u>TAKEOFF</u></p> <p>Power.....Apply smoothly Oil temp & pressure.....green arc Airspeed indication.....Active Rotate.....60 KIAS V_Y.....80 KIAS</p> <p><u>AFTER T/O CHECKS</u></p> <p>Power/RPM.....24"/2400 Lean.....15 GPH Flaps.....retract 2-300 AGL Cowl Flaps.....as required Oil temp & pressure.....green arc</p> <p>1000 ft AGL Landing light.....off</p> <p><u>CRUISE CHECK</u></p> <p>Cowl Flaps.....as required Flight Plan.....open Power.....set as required Mixture.....lean Engine Instruments.....check HI.....reset</p> <p><u>PRE LANDING CHECKS</u></p> <p>Seat belts and harnesses.....secure Cowl Flaps.....as required Autopilot.....Off Mixture.....rich Landing light.....On Mags.....on BOTH Master.....On Brake.....Check pressure Flaps.....as required Propeller.....full fine on final</p> <p><u>SHORT FINAL CHECK:</u></p> <p>Gas.....fuel on both Undercarriage (Check Tires, Feet off brakes) Mixture Prop full fine</p> <p><u>LANDING</u></p> <p>Flaps.....10° below 140 KIAS Approach.....90 KIAS no flaps Approach speeds.....80 Kt with 10°flap 70 Kt with 20°flap 65 Kt with 40°flap Over the fence.....60 Kt</p>	<p><u>AFTER LANDING CHECKS</u></p> <p>Radio.....call clear and check 121.5 Flight Plan.....close Flaps.....retract Cowl Flaps.....open Transponder.....off Mixture.....lean for taxi Pitot heat.....off Landing light.....off Record.....time down</p> <p><u>SHUTDOWN</u></p> <p>Radio and Avionics Master.....off Switches.....off Beacon.....on Throttle.....idle Magnetos.....check for RPM drop Throttle.....set 1000 rpm Mixture.....idle cut off Magnetos.....off, key out Master.....off Cowl Flaps.....Closed Record.....Hobbs time</p> <p><u>POST FLIGHT</u></p> <p>Fuel.....off (fuel selector on Left or Right for fuelling) Controls.....secure Doors.....secure Tie down.....secured Pitot cover.....on</p> <p><u>PRE MANOEUVRE CHECKS</u></p> <p>H.....Height A.....Area/Airspace S.....Security E.....Engine L.....Lookout</p> <p><u>RADIO FREQUENCIES</u></p> <p>Rockcliffe Airport.....123.50 Ottawa Practice Area.....123.35 ELT/emergency.....121.50 Gatineau Radio.....122.30 Ottawa Terminal.....127.70 Ottawa Tower.....118.80 or 120.10 Ottawa VOR.....114.60</p>
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EMERGENCY PROCEDURES		<u>C182 DATA</u>	
<p><u>ENGINE FIRE DURING START</u></p> <p>Starter.....crank engine</p> <p><i>If engine starts:</i></p> <p>Throttle.....1700 for 2 minutes</p> <p>Fire.....Extinguished?</p> <p>Secure engine:</p> <ul style="list-style-type: none"> - Fuel selector.....off - Mixture.....idle cut off - Mags and Master.....off <p>Exit with Extinguisher and confirm fire is out</p> <p><i>If engine fails to start:</i></p> <p>Mixture.....idle cut off</p> <p>Throttle.....Full open</p> <p>Electric fuel pump.....off</p> <p>Fuel selector.....off</p> <p>Fire.....Extinguish</p> <p>Abandon aircraft if fire continues</p> <p><u>ENGINE FIRE IN FLIGHT</u></p> <p>Mixture.....idle cut off</p> <p>Throttle.....closed</p> <p>Fuel pump.....off</p> <p>Fuel Valve.....off</p> <p>Heater and defroster.....off</p> <p>Airspeed...100 Kt or more to extinguish fire</p> <p>Proceed with POWER OFF LANDING</p> <p><u>CABIN FIRE</u></p> <p>Master.....off</p> <p>Cabin Air/Heat Vents.....closed</p> <p>Fire.....Extinguish</p> <p>Cabin.....Vent fumes</p> <p>Land.....ASAP</p>	<p><u>ENGINE FAILURE IN FLIGHT</u></p> <p>INITIAL ACTIONS: CHECK FOR FIRE</p> <p>Throttle.....set 1/3 position</p> <p>Mixture.....rich</p> <p>Fuel pump.....on</p> <p>Engine Failure:</p> <p>Aviate.....Best Glide Speed (75 KIAS)</p> <p>Navigate.....find a landing place and plan</p> <p>Investigate.....cause check</p> <p>Transponder.....7700</p> <p>Communicate....MAYDAY and pax brief</p> <p>Shutdown.....electricals and fuel</p> <p><u>LOSS OF OIL PRESSURE/HIGH OIL TEMPERATURE</u></p> <p>Land as soon as possible and investigate cause. Prepare for power off landing.</p> <p><u>RUNAWAY PROP</u></p> <p>Throttle.....Retard</p> <p>Oil Pressure.....Check</p> <p>Prop control.....Decrease RPM if possible</p> <p>Throttle Adjust to maintain below 2700rpm</p> <p><u>WING FIRE IN FLIGHT</u></p> <p>Nav Light.....Off</p> <p>Pitot Heat.....Off</p> <p>Strobe Lights.....Off</p> <p>Fire.....Extinguish with manoeuvres</p> <p>Land.....ASAP (NO FLAPS)</p> <p>NOTE: sideslip to keep fire away from fuel tanks and cabin</p>	<p><u>ELECTRICAL FIRE IN FLIGHT</u></p> <p>Master and other switches.....Off</p> <p>Cabin Air/Heat vent.....closed</p> <p>Fire.....Extinguish</p> <p>Cabin.....Vent fumes</p> <p>Land.....ASAP</p> <p><i>If fire is out and electrical power required:</i></p> <p>Master.....Off</p> <p>Circuit Breakers.....Check (No Reset!)</p> <p>Avionics and Electrics.....On one at a time</p> <p><u>ELECTRICAL MALFUNCTIONS:</u></p> <p>Low Voltage: ammeter shows negative</p> <p>(note: annunciator may show low voltage taxiing at low RPM)</p> <p>Avionics Master Switch.....Off</p> <p>Alternator Circuit Breaker.....Check In</p> <p>Master Switch.....Cycle</p> <p>Low voltage annunciator.....Check OFF</p> <p><i>If continues negative:</i></p> <p>Alternator.....Off</p> <p>Electrical Load.....Reduce</p> <p>Land.....ASAP</p> <p>Excessive Rate of Charge: ammeter very positive</p> <p>Alternator.....Off</p> <p>Electric Load.....Reduce</p> <p>Land.....As soon as practical</p> <p><u>AUTOPILOT/ELECT. TRIM PROBLEM:</u></p> <p>Control wheel.....Grasp firmly</p> <p>A/P Disconnect.....Press and Hold</p> <p>Trim.....As required</p> <p>A/P Circuit breager.....Pull</p>	<p><u>AIRSPEEDS</u></p> <p>Basic Stall Speed (V_{SI}).....43 KIAS</p> <p>Stall with Flap (V_{S0}).....36 KIAS</p> <p>Rotation speed (V_R).....60 KIAS</p> <p>Best Climb Angle (V_X).....63 KIAS</p> <p>Best Climb Rate (V_Y).....80 KIAS</p> <p>Cruise Climb (Normal).....90-100 KIAS</p> <p>Flap Limit Speed (V_{FE}).....140 KIAS for 10°</p> <p>Manoeuvre Speed (V_A).....110 Kt at 3100lb</p> <p>Maximum Cruising (V_{NO}).....140 KIAS</p> <p>Never exceed (V_{NE}).....175 KIAS</p> <p>Best Glide.....75 KIAS</p> <p>Best Glide with flaps.....70 KIAS</p> <p>Approach speeds (KIAS)... 80 with 10° flap 70 with 20° flap 60 with 40° flap</p> <p>Maximum Crosswind.....15 kts</p> <p><u>WEIGHT LIMITATIONS</u></p> <p>Max Takeoff Weight.....3100 lbs</p> <p>Max Landing Weight.....2950 lbs</p> <p>Empty Weight.....1975.75 lbs @ 37.07"</p> <p><u>FUEL</u></p> <p>Type.....100LL</p> <p>Quantity.....88 USG usable</p> <p><u>OIL</u></p> <p>Type.....Aeroshell 15W50</p> <p>Minimum.....7qt. max 8qt.</p> <p><u>RFC Policy</u></p> <p>Max takeoff weight...2950 lbs</p> <p>Refuel to 25 USG each tacks unless otherwise advised</p>

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