

PREFLIGHT CHECKLIST – N7278S (C182S)

CABIN

- 1. Documents (AROW) ON BOARD
- 2. Squawks/Tach/Fuel/Oil/VOR/Inspections..... VERIFY
- 3. Control Lock, Covers, Tie-Downs.....REMOVE
- 4. Electric Pre-Heater Cable UNPLUG & STOW
- 5. Master & Ignition..... VERIFY OFF
- 6. Avionics & Electrical Switches..... OFF
- 7. Master Switch.....ON**
- 8. Fuel Gauges & AnnunciatorsCHECK
- 9. Avionics Master.....ON (hear fan, then OFF)
- 10. Static Pressure Alternate Source Valve OFF
- 11. Annunciator Panel Switch TEST / MESSAGES?
- 12. Clock..... VERIFY = LOCAL TIME
- 13. Flaps.....EXTEND
- 14. Pitot Heat (IFR)..... ON (warm <30 sec, then OFF)
- 15. Lights & Stall Warning.....CHECK
- 16. Master Switch..... OFF**
- 17. Seat Stops & Fire ExtinguisherCHECK
- 18. Manifold Pressure VERIFY = LOCAL ALTIMETER
- 19. Baggage Door..... SECURE

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EXTERIOR

- 1. Fuel SumpsCHECK (5 each wing, 2 belly)
- 2. Fuel Quantity, L & R Tanks OPEN & VERIFY
- 3. Fuel Filler Caps..... CHECK VENTS
- 4. Oil Level..... VERIFY 6+ quarts
- 5. Left Side FuselageCHECK
- 6. EmpennageCHECK
- 7. Trim Tab CHECK SECURITY
- 8. Right Side Fuselage.....CHECK
- 9. Right Flap, Aileron, Wing & WingtipCHECK
- 10. Right Tire & BrakeCHECK
- 11. Static Port (right side) CHECK CLEAR
- 12. Cowl, Prop & Spinner.....CHECK
- 13. Air Intake CHECK CLEAR
- 14. Nose Wheel & StrutCHECK
- 15. Pitot Tube & Fuel Vent.....CHECK
- 16. Left Wing & Wingtip, Flap, Aileron.....CHECK
- 17. Left Tire & Brake.....CHECK
- 18. Static Port (left side)..... CHECK CLEAR
- 19. Wheel Chocks..... REMOVE

*Watch wingtips & tail when pulling out of the hangar!
Remember: 78S has a landing weight limitation of 2950 lbs.*

ENGINE START CHECKLIST – N7278S (C182S)

1. Seats & BeltsSET & SECURED
 2. Passenger Briefing.....COMPLETE
 3. Circuit Breakers IN
 4. Beacon (+Nav for night ops)ON
 5. Avionics Master & Electrical OFF
 6. Cowl Flaps OPEN
 7. Fuel Selector Valve..... OFF, then BOTH
 8. Throttle OPEN ¼"
 9. Propeller HIGH RPM
 10. Mixture IDLE CUTOFF
 11. Prop Area..... VISUALLY CHECK CLEAR
 12. BrakesAPPLY & HOLD
 13. Master SwitchON
 14. Auxiliary Fuel Pump Switch.....ON
 15. Mixture..... ADVANCE (see rise, then IDLE CUTOFF)
* *Skip this step (priming) if engine is already warm.*
 16. Auxiliary Fuel Pump Switch..... OFF
 17. Ignition START
 18. Mixture ADVANCE to FULL RICH as engine starts
- If engine floods:**
- Fuel Pump OFF, Mixture IDLE CUTOFF
 - Throttle..... OPEN ½ TO FULL
 - IgnitionSTART
 - Mixture FULL RICH (as engine starts)
 - Throttle..... RETARD once engine starts
19. **Oil Pressure.....IN THE GREEN (within 30 sec.)**
 20. Throttle 1000 RPM
 21. MixtureLEAN FOR TAXI
 22. Flaps..... RETRACT
 23. Avionics Master Switch & RadiosON
 24. Autopilot..... CHECK OFF (beep)
 25. Listen to AWOSGET WX, WIND, ALT, RUNWAY
 26. TransponderSET / ALT
 27. Altimeter..... SET (and set value in autopilot BARO)
 28. GPSCHECK RAIM
 29. Heading Indicator.....SET TO MAG COMPASS

NORMAL CHECKLIST – N7278S (C182S)

This document does not replace the manufacturer’s checklist.

TAXI

1. Taxiway VISUALLY CHECK CLEAR
2. Brakes TEST BOTH SIDES
3. Airspeed Indicator, VSI CHECK FOR “0”
4. Left TurnsCHECK
* *Wing left, ball right, DG -, MC -*
5. Right TurnsCHECK
* *Wing right, ball left, DG +, MC +*
6. Attitude Indicator < 5 DEG IN TURN
7. Magnetic CompassNO CRACKS, NO BUBBLES
8. Altimeter FIELD ELEV +/- 75 feet
9. Alternate Static TEST
10. Vacuum, Alternator, Amp IN THE GREEN

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NORMAL CHECKLIST – N7278S (C182S)

ENGINE RUNUP – SYSTEMS CHECK

1. Nose Wheel STRAIGHT
2. Brakes SET
3. Flight Controls..... FREE & CORRECT
4. Fuel Selector & QuantityCHECK
5. Autopilot
 Electric Trim NOSE DOWN/UP
** Verify trim wheel stops moving when AP disconnect button is pressed.*
 Autopilot.....ENGAGE (press AP button)
 Flight Controls..... VERIFY overpower (PITCH/ROLL)
 A/P DISC PRESS (hear beep, verify OFF)
6. Elevator & Rudder Trim.....SET FOR TAKEOFF
7. Heading Indicator.....SET TO MAG COMPASS
8. Radio, Nav/GPS & Transponder SET
9. Mixture.....ADVANCE ½ WAY TO RICH
10. Throttle 1800 RPM
** Check for all engine & suction gauges in green.*
11. AmmeterCHECK
12. Magnetos (L then R)CHECK
** Max 150 rpm drop each, <50 differential L/R.*
13. Propeller CYCLE
** Check for drops in oil pressure & manifold pressure.*
14. Suction.....CHECK (4.5-5.5” Hg)
15. Annunciator Panel.....CHECK, NO MESSAGES
16. Throttle 800-1000 RPM
17. BrakesRELEASE

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BEFORE TAKEOFF

1. Passenger BriefingCOMPLETE
** Sterile cockpit; how to exit in an emergency.*
2. Pilot Self-BriefingCOMPLETE
** Departure plan? Emergency?*
3. Autopilot..... OFF
4. Flaps..... 0-20 Degrees
5. TrimSET FOR TAKEOFF
6. Mixture..... FULL RICH
7. Doors, Windows, Seats & Belts..... SECURE
8. TransponderSET & ALT
9. Strobes & Landing Lights ON
10. Pitot Heat..... AS REQUIRED
11. Final Approach.....CHECK FOR TRAFFIC
12. Taxi Onto Runway ANNOUNCE
13. Heading Indicator..... SET TO COMPASS / RUNWAY

**Takeoff Static RPM 2350-2400
 Rotate 55, Climb 70-80, Flaps Up, “Top of Greens”**

SHORT FIELD TAKEOFF

1. Flaps..... 20 Degrees
2. Brakes APPLY
3. Power FULL THROTTLE and 2400 RPM
4. Brakes RELEASE
5. Elevator ControlMAINTAIN SLIGHTLY TAIL-LOW
6. Climb 58 Knots until clear of obstacles
7. Flaps RETRACT slowly after 70 Knots

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Normal Climb 85-95 Knots
Maximum Performance Climb 70-80 Knots

Vx = 63
Vy = 80

CRUISE

1. Power 15-23", 2100-2400 RPM*
2. Elevator and Rudder Trim ADJUST
3. Mixture LEAN
4. Cowl Flaps CLOSED
5. Unnecessary Lights (eg. Landing) OFF
6. Engine/Flight Instruments CHECK OFTEN !!

** Refer to Skylane Configurations table.*

BEFORE LANDING

1. Get Weather, Runway Info LISTEN TO AWOS
2. Altimeter SET
3. Heading Indicator SET TO MAG COMPASS
4. Fuel Selector Valve BOTH
5. Mixture, Prop FULL FORWARD
6. Seatbelts SECURE
7. Landing Light, Runway Lights ON

GUMPAC

Gas, Undercarriage, Mixture, Prop, Autopilot OFF, Carb Heat ON

Final Approach:

60-70 knots flaps DOWN
70-80 knots flaps UP

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AFTER LANDING

1. Hold Short Line TAXI TO CLEAR
2. Flaps RETRACT
3. Cowl Flaps OPEN
4. Strobes & Landing Light OFF
5. Mixture LEAN
6. IFR Flight Plan CANCEL IF REQUIRED

AIRCRAFT SHUTDOWN

1. ELT 121.5 MONITOR
2. Avionics Master, Lights OFF
3. Throttle IDLE
4. Magneto Grounding CHECK
5. Throttle 1500 RPM
6. Fuel Selector RIGHT TANK
7. Mixture IDLE CUTOFF
8. Ignition, Master Switch OFF & REMOVE KEY
** Use caution pushing plane back into hangar!*
9. Control Lock, Tie Downs, Sun Covers INSTALL
10. Squawks/Tach/Fuel/Oil/VOR RECORD
11. Doors LOCK
12. Electric Pre-Heater PLUG IN

*Call for fuel if required. Fill TO THE TABS ONLY.
Close flight plan. Take your trash with you! ☺*

EMERGENCY CHECKLIST – N7278S (C182S)

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ABORTED TAKEOFF

1. Throttle IDLE
2. Brakes APPLY
3. Wing Flaps RETRACT
4. Mixture IDLE CUTOFF
5. Ignition, Master Switch OFF

FIRE DURING ENGINE START

1. Cranking CONTINUE
 2. Power 1700 (for a few minutes), then shut down
- If engine does NOT start, continue cranking:***
3. Throttle FULL OPEN
 4. Mixture IDLE CUTOFF
 5. Fuel Selector Valve OFF
 6. Auxiliary Fuel Pump OFF
 7. Fire Extinguisher GRAB (between front seats)
 8. Ignition, Master Switch OFF
 9. Fire Extinguisher SPRAY AT BASE OF FIRE

ENGINE FAILURE AFTER TAKEOFF

1. **Airspeed 75 (70 Flaps Down)**
2. Mixture IDLE CUTOFF
3. Fuel Selector Valve OFF
4. Flaps FULL
5. Ignition, Master Switch OFF
6. Doors UNLATCH

FIRE IN FLIGHT

1. Mixture IDLE CUTOFF
2. Fuel Selector Valve OFF
3. Auxiliary Fuel Pump, Master Switch OFF
4. Cabin Heat & Vents CLOSED
5. Airspeed 100 Knots +++

ENGINE FAILURE IN CRUISE

1. **Airspeed 75 (Best Glide)**
Look for a suitable landing field: land into wind if possible. Attempt a restart:
 2. Fuel Selector Valve BOTH
 3. Auxiliary Fuel Pump ON
 4. Mixture FULL RICH
 5. Ignition BOTH (test L & R mags)
- If engine does not restart:**
6. “MAYDAY – ENGINE OUT” Unicom, 121.5
 7. **Airspeed 75 (70 Flaps Down)**
 8. Mixture IDLE CUTOFF
 9. Fuel Selector Valve OFF
 10. Ignition Switch OFF
 11. Flaps FULL
 12. Master Switch OFF (when landing is assured)
 13. Doors UNLATCH BEFORE TOUCHDOWN

AUTOPILOT FAILURE

1. Control Wheel GRASP FIRMLY
2. A/P DISC / TRIM INT Switch PRESS & HOLD
3. Manual Trim RE-TRIM AS NECESSARY
4. A/P CIRCUIT BREAKER PULL (or MASTER OFF)

Use above sequence in response to any of the following messages:

PITCH TRIM = electric trim malfunction, even with A/P OFF.
 P = pitch axis disabled R = roll axis disabled
 HDG = failed heading GS = flagged glide slope
 NAV, ARP, REV = flagged navigation source