

KCN AREO CLUB

CESSNA 182

SKYLANE

485MD

ABBREVIATED CHECKLIST

**P.O. BOX 33011
KANSAS CITY MO 64114**

Normal Procedures

Pre –Flight Inspection (starting at left door, and proceeding clockwise)

Interior

1. Pre-heat if temperature below 20°
2. Aircraft Flight Log, AFTO 781, and Hobbs meter – Checked
3. 2 Quarts of oil - spare
4. Control Lock - Remove
5. Ignition Switch - Off
6. Master Switch –On
7. Check fuel quantity
8. Flaps - Down
9. Check lights, interior and exterior (night flight)
10. Check Pitot Heat, if instrument conditions exist
11. Master Switch – Off
12. Fuel Strainer Knob - Pull Out, 3 seconds

Left Main Gear

1. Chock - Remove
2. Tire – Check for inflation and condition
3. Brakes – Check lines and brake pads

Left Wing

1. Fuel Drain – Check for dirt and water
2. Flap – Condition; Push Rod
3. Aileron – Condition, Free to move
4. Wingtip – Condition; Strobe and position light - secure
5. Leading Edge – Condition
6. Tie-down - Remove
7. Landing Lights – Clean and Secure
8. Pitot Tube - Secure and clear
9. Fuel Vent – Secure and clear
10. Fuel tank Check quantity and Cap - Secure

Nose Section

1. Static Port – Clear
2. Oil Quantity – Check 9 qts min
3. Fuel Drain – Check for dirt and water
4. Nose Wheel – Check inflation and condition
5. Nose wheel strut – extended

6. Air intakes and air filters – Clean and free of obstructions
7. Propeller - Check for dents and damage; check for security
8. Tie-down - Remove
9. Chock - Remove

Right Wing

1. Fuel tank Check quantity and Cap - Secure
2. Tie-down – Remove
3. Leading Edge – Condition
4. Wingtip – Condition; Strobe light and position light – secure
5. Aileron – Condition, Free to move
6. Flap – Condition; Push Rod
7. Fuel Drain – Check for dirt and water

Right Fuselage

1. Condition

Tail

1. Elevator – Secure
2. Rudder - Secure
3. Cables - Connected
4. Trim Tab – Connected
5. Tie-down – Remove
6. Position Light – Secure

Left Fuselage

1. Condition
2. Antenna – Secure
3. Baggage Door – Closed and locked

Before Starting Engines

1. Seat – ADJUST AND LOCK
2. Seat Belt and Shoulder Harness - LOCK
3. Flight Controls – Check for Free and Proper Movement
4. Cowl Flaps - OPEN
5. Fuel Selector – BOTH
6. All Electrical Switches - OFF
7. Circuit Breakers – IN
8. Elevator Trim – TAKEOFF
9. Rudder Trim – TAKEOFF

Starting Engines

1. Master Switch – ON
2. Flaps - UP
3. NIGHT: Navigation Lights - ON
4. Carburetor Heat - COLD
5. Mixture – FUL RICH
6. Prop – HIGH RPM
7. Prime – AS REQUIRED
8. Throttle $\frac{1}{4}$ to $\frac{1}{2}$ inch
9. Propeller Area – CLEAR
10. Ignition Switch – START (“Both” when engine starts)
11. Throttle 1000 – 1200 RPM
12. Oil Pressure – INDICATING

Before Taxi

1. Lights – AS REQUIRED
2. Clock - SET
3. Radios – ON
4. Transponder - STANDBY
5. ATIS Check (119.35 at OJC, 124.17 LXT)
6. Call for Taxi Clearance (121.6 – OJC; 122.8 - LXT)

Taxi

1. Brakes – CHECKED
2. Turn and Slip – INDICATES CORRECTLY

Before Takeoff

1. Doors and Windows – CLOSED AND LOCKED
2. Flight Controls – FREE AND PROPER MOVEMENT

3. Flight Instruments – CHECKED
4. Throttle – 1700 RPM
5. Magnetos – CHECK (125 rpm max drop, 50 rpm max diff.)
6. Carburetor Heat -CHECK
7. Prop – CYCLE
8. Engine Instruments , Suction gauge (4.6”- 5.4”) - CHECK
9. Throttle – 1000-1200 RPM
10. Cowl Flaps – OPEN
11. Wing Flaps – AS REQUIRED
12. Fuel – BOTH
13. Elevator Trim – TAKEOFF
14. Rudder Trim - TAKEOFF
15. Lights and Pitot Heat– AS REQUIRED
16. Radios (COMM and NAV)- AS REQUIRED
17. Transponder – ALT
18. Call for Takeoff (126.0-OJC; 122.8 LXT)

Normal Takeoff

1. Flaps - UP
2. Carburetor Heat - COLD
3. Throttle and Prop - FULL
4. Rotate – 60
5. Climb 100-120

Maximum Performance Takeoff

1. Flaps - 20°
2. Carburetor Heat - COLD
3. Throttle and Prop - FULL
4. Soft Field – Raise nose, fly in ground effect until climb speed is attained
5. Obstacle Clearance – Climb at 60
6. Clear obstacles, accelerate to normal climb speed, flaps up

After Takeoff (above 500 agl)

1. Throttle and RPM – 23” and 2450 RPM
2. Cowl Flaps – (As required for engine cooling)

Level Off - Cruise

1. Throttle, Prop, and Mixture - SET
2. Engine Instruments and Fuel Quantity – CHECK
3. Open Flight Plan

Before Descent

1. Mixture - Rich

Before Landing

2. ATIS – Check (119.35 - OJC, 124.17 LXT)
3. Lights – As Required
4. Fuel - Both
5. Cowl Flaps - Closed
6. Mixture – Rich
7. Flaps – As Desired
8. Carburetor Heat – On when power is reduced

After Landing (after clearing the active Runway)

1. Radio – Ground (121.6 - OJC)
2. Call for fuel, if req'd – Air Associates: 122.95
3. Wing Flaps – Up
4. Cowl Flaps – Open
5. Transponder – Standby
6. Carburetor Heat – Cold
7. Flight Plan - Close

Engine Shutdown – Secure Aircraft

1. Throttle 1000 - 1200 rpm
2. Radios – OFF
3. Electrical Equipment – OFF
4. Throttle - IDLE
5. Magneto Grounding Check (Momentarily – Right, Left, Off, then Both)
6. Throttle – 1000 – 1200 rpm
7. Mixture – FULL LEAN
8. Ignition Switch – OFF (after prop stops)
9. Master Switch –OFF
10. Control Lock - INSTALLED
11. Flight Log and AFTO 781 – COMPLETE
12. Personal equipment and trash – REMOVED
13. Headsets – INSTALLED

Emergency Procedures

ITEMS IN BOLD MUST BE COMMITTED TO MEMORY

ENGINE FIRE ON START

- 1. Continue cranking to attempt to suck flames back into engine**
- 2. If unsuccessful, Then:**
- 3. Mixture – FULL LEAN**
- 4. Fuel Valve - OFF**
- 5. Ignition Switch – OFF**
- 6. Master Switch - OFF**

ENGINE FIRE IN FLIGHT

- 1. Mixture – FULL LEAN**
- 2. Fuel Valve - OFF**
- 3. Ignition Switch – OFF**
- 4. Master Switch - OFF**
- 5. Airspeed – 80 mph**
- 6. Make Forced Landing**

ELECTRICAL FIRE IN FLIGHT

- 1. Master Switch- OFF**
- 2. All Other Electrical Switches - OFF**
- 3. Ventilate Cabin (open windows and doors)**

ENGINE FAILURE IN FLIGHT (Attempt restart if altitude permits)

- 1. Airspeed – 80 mph**
- 2. Mixture – FULL LEAN**
- 3. Fuel Selector – BOTH**
- 4. Ignition Switch – START**
- 5. If Restart is unsuccessful, Make Forced Landing**

ROUGH RUNNING ENGINE

- 1. Airspeed – 80 mph**
- 2. Carburetor Heat – Hot (Full)**
- 3. Mixture – FULL REICH**
- 4. Ignitions Switch – Right, then Left to see if engine smoothes out**
- 5. Throttle – Adjust for smoothest engine operation**

LOW OIL PRESURE

- 1. Reduce Power**
- 2. Land As Soon As Practicable**

DISCHARGING AMMETER

- 1. Reduce Electrical Load**

FORCED LANDING

- 1. Airspeed – 80 mph**
- 2. Mixture – FULL LEAN**
- 3. Fuel – OFF**
- 4. Ignition Switch – OFF**
- 5. Flaps – AS REQUIRED**
- 6. Radio for assistance if time permits**
- 7. Master Switch – OFF**
- 8. Doors – UNLATCH**

PROPELLER FAILURE

- 1. Adjust throttle to maintain safe flight while minimizing overspeed**
- 2. Climb to put load on propeller**
- 3. Manipulate propeller control to restore governing**
- 4. Land as soon as possible**

WEATHER BRIEFING

LOCATION	TERMINAL FORECASTS			
LOCATION	METAR			
LOCATION	PIREPS \ NOTAMS			
LOCATION	WINDS & TEMPERATURES ALOFT			
	3,000	6,000	9,000	12,000

WEIGHT AND BALANCE

	WEIGHT	ARM	MOMENT
EMPTY AIRCRAFT WEIGHT			
FRONT PAX			
REAR PAX			
FUEL GAL x 6 # / GAL			
BAGGAGE			
TOTAL GROSS WT		TOTAL MOMENT =	
	$CG = \frac{TOT\ MOM}{TOT\ WT}$		

FLIGHT PLAN INFO

1	TYPE: IFR / VFR	9	DESTINATION
2	AIRCRAFT IDENTIFICATION	10	EST TIME ENROUTE (HOURS/MINS)
3	TYPE/ SPECIAL EQUIPMENT	11	REMARKS
4	TRUE AIRSPEED	12	DESTINATION
5	DEPARTURE POINT	13	ALTERNATE(S)
6	PROPOSED DEPT TIME	14	PILOT'S NAME, ADDRESS, PHONE, A/C HOME BASE
7	CRUISING ALT	15	NO. PERSONS ABOARD
8	ROUTE OF FLT	16	COLOR OF A/C

CLOSE FLIGHT PLAN ON LANDING WITH _____

Phone - 1 - 800 - WX BRIEF (1 - 800 - 992 - 7433)

Columbia Radio - 122.65 122.2

TIME CONVERSION, LOCAL TO GMT

PST add 8 MST add 7 CST add 6 EST add 5

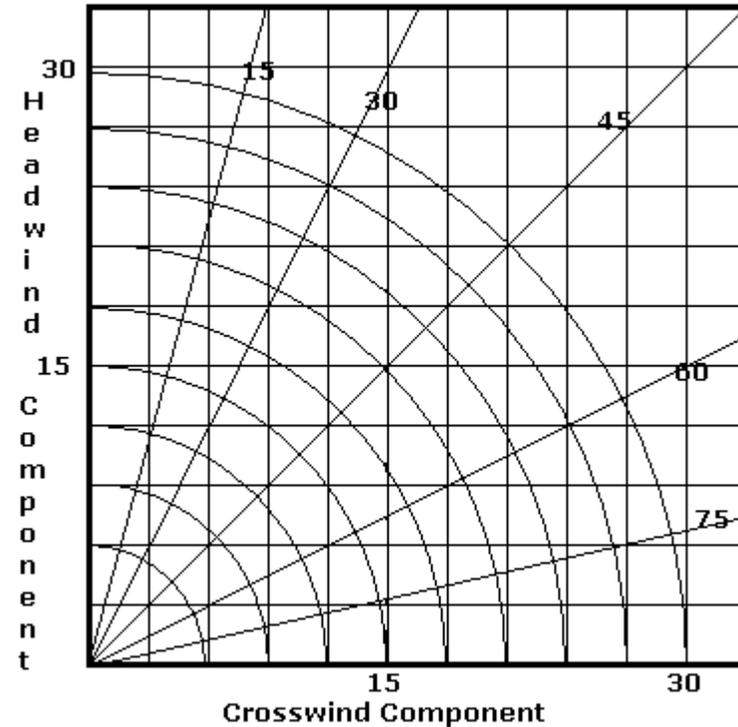
PDT add 7 MDT add 6 CDT add 5 EDT add 4

SPECIAL EQUIPMENT CODES

A	DME, transponder with altitude encoder
B	DME, transponder, with no altitude encoder
C	RNAV, transponder with no altitude encoder
D	DME, no transponder
E	FMS Oceanic enroute terminal navigation and approach capability
F	Same as E,; may not meet requirements for some approach and departure operations
G	GPS
M	TACAN only, no transponder
N	TACAN only, transponder with no altitude encoder
P	TACAN only, transponder with altitude encoder
T	Transponder with no altitude encoder
U	Transponder with altitude encoder
W	RNAV, no transponder
X	No transponder

Local Frequencies

Jo Co Executive		Topeka Forbes	
Ground	121.6	Ground	121.7
Tower	126.0	Tower	120.8
ATIS \ ASOS	119.35	ATIS	128.25
Unicom	122.95	Approach Control	
		NORTH	119.0
		SOUTH	118.9
Lees Summit	122.8	KC INTL	132.95
ASOS	124.17		
		Kansas City Center	
Gardner	122.8	Butler area	127.9
		St. Joe area	125.55
Grain Valley	122.8		
		Columbia Radio	122.15
Independence	122.8		
		VOR	
New Century		MCI	113.25
Ground	133.0	TOP	117.8
Tower	124.3	ANX	114.0
		BUM	115.9
K C Downtown		OJC	113.0
Ground	121.9	RIS	111.4
Tower	133.3	I-OJC RW 18	111.1
ATIS	120.75	I-PCX RW 36	108.3
		I-GVW RW 1	1093
Kansas City Intl		I-GQR RW3	111.75
Ground	121.8	I-MKC RW19	109.9
Tower	128.2	I-TOP RW 13	110.7
ATIS	128.35	I-FOE RW 31	110.1
Clnc Del	135.7	KENZY	344
		NORGE	517
Lawrence	123.0	DOTTE	359
ASOS	121.225	FUROR	526
		BILOY	521



Airspeeds (mph)

Rotate for takeoff –	50
Climb out	100
Maximum Flap Extend	110
Best Angle of Climb sea level (V _x)	70
Best Rate of Climb sea level (V _y)	88
Best Glide	85
Downwind	105
Base	90
Final (add ½ gust factor)	80
Final (no flap) (add ½ gust factor)	85