



N1492U – Cessna 182 G-1000

REFERENCE ONLY, always consult AFM/POH!

Italic items UFS Company Policy - VERSION 1.0 2019

N1492U – C182T PREFLIGHT N1492U – C182T

PREFLIGHT - COCKPIT CABIN

Pitot Tube Cover.....	REMOVE COVER
POH.....	ACCESSIBLE
G1000 Reference Guide.....	ACCESSIBLE
A/C Weight and Balance.....	CHECKED
Parking Brake.....	SET
Control Lock.....	REMOVE
Magneto Switch.....	OFF
Avionics Switch (Bus 1 & 2).....	OFF
Master Switch (Alt & Batt).....	ON
Primary Flight Display (PFD).....	VERIFY ON
All Lights.....	ON
Fuel Qty (R & L).....	CHECK
Low Fuel Annunciators L & R.....	NOT on PFD
Oil Pressure Annunciator.....	SHOWS ON PFD
Low Vacuum Annunciator.....	SHOWS ON PFD
Avionics Switch (Bus 1.....	ON
Forward Avionics Fan.....	VERIFY ON
Avionics Switch (Bus 1).....	OFF
Avionics Switch (Bus 2).....	ON
Aft Avionics Fan.....	VERIFY ON
Avionics Switch (Bus 2).....	OFF
Pitot Heat Switch.....	ON – verify warm
Pitot Heat Switch.....	OFF
Flaps.....	(WATCH AS THEY EXTEND) EXTEND
All Aircraft Lights+.....	CHECK
Stall Warning.....	CHECK
Low Volts Annunciator.....	SHOWS ON PFD
Master Switch.....	OFF
Elevator Trim Control.....	TAKEOFF
Fuel Selector Valve.....	BOTH
Alternate Static Air Valve.....	OFF (push in)
Fire Extinguisher.....	CHECK – GREEN

V SPEEDS (KIAS)	
Rotation-Vr.....	59
Best Rate-Vy.....	80
Best Angle-Vx.....	65
Stall-Vso.....	41
Stall-Vs.....	51
Vfe.....	100-140
Va.....	91-110
Best Glide.....	76
Max DemoXwind.....	15
Vno.....	140
Vne.....	175
Landing.....(Flaps full)	60
Max LND.....	2950 Lbs
Max T/O.....	3100 Lbs

PREFLIGHT - WALK-AROUND

Exterior.....	CHECK FOR DAMAGE
EMPENNAGE	
Baggage Door.....	CHECK – lock
Tail Tiedown.....	DISCONNECT
Control Surfaces.....	CHECK – FREE
Elevator Trim Tab.....	CHECK
Antennas.....	CHECK

RIGHT WING

Flap.....	CHECK
Wing.....	CHECK (top & bottom)
Right-Wing Leading-Edge.....	CHECK
Aileron.....	CHECK HINGES
Wing Tip.....	CHECK
Wing Tiedown.....	REMOVE
Fuel Vent.....	CHECK
Main Wheel Tire.....	CHECK
Fuel Drain Sump.....	DRAIN
Fuel Quantity.....	CHECK VISUALLY
Fuel Filler Cap.....	SECURE – Vent Clear

NOSE

Static Source Opening.....	CHECK (clear)
Fuel Strainer Quick Drain Valve.....	DRAIN
Engine Cooling Air Inlets.....	CLEAR
Propeller and Spinner.....	CHECK
Air Filter.....	CHECK (clear)
Nose Wheel Strut & Tire.....	CHECK
Oil.....	CHECK LEVEL
Dipstick.....	SECURE
***do not operate with less than 4 qts	
Static Source Opening.....	CHECK (clear)
Windshield.....	CLEAN

LEFT WING

Flap.....	CHECK
Wing.....	CHECK (top & bottom)
Left-Wing Leading-Edge.....	CHECK
Aileron.....	CHECK HINGES
Wing Tip.....	CHECK
Wing Tiedown.....	DISCONNECT
Fuel Quantity.....	CHECK VISUALLY
Fuel Filler Cap.....	SECURE
Fuel Tank Sump Drain Valve.....	DRAIN
Main Wheel Tire.....	CHECK
Fuel Tank Vent Opening.....	CHECK
Stall Warning Vane.....	CHECK
Pitot Head.....	HOLES CLEAR

FREQUENCIES	
KDWH Unicom	122.95
KDWH Ground	121.8
KDWH Tower	118.4
Practice Area	123.5
Houston Approach	123.80 / 124.35
Flight Service	122.4

BEFORE START

Preflight Inspection.....	COMPLETE
Passenger Briefing.....	COMPLETE
Seats and Seatbelts.....	ADJUST & LOCK
Brake.....	TEST & SET
Circuit Breakers.....	CHECK IN
Electrical Equipment.....	OFF
Avionics Switch (bus 1 & 2).....	OFF
Cowl Flaps.....	OPEN
Fuel Selector Valve.....	BOTH

START ENGINE WHEN COLD

Throttle.....	1/4 inch OPEN
Prop Control.....	HIGH RPM (full in)
Mixture Control.....	IDLE CUTOFF
Standby Battery Switch.....	TEST GREEN LIGHT 20 SEC
Standby Battery Switch.....	ARM – PFD ON
Engine Indicating System.....	CHECK Parameters
Bus E Volts.....	CHECK (24V MIN)
Bus M Volts.....	CHECK (1.5V MAX)
Batt S Amps.....	CHECK (DISCHARGE)
Standby Battery Annunciator.....	SHOWS ON PFD
Prop Area.....	“CLEAR”
Master Switch (alt & batt).....	ON
Beacon Switch.....	ON
Electric Fuel Pump.....	ON
Mixture Rich (stable fuel flow then).....	IDLE CUTOFF
Fuel Pump.....	OFF
Magneto Switch.....	START
Mixture After Start.....	FULL RICH
Throttle.....	ADJUST
Oil Pressure.....	CHECK
AMPS.....	CHECK
Nav Light Switch.....	ON
Avionics.....	ON (Bus 1 and Bus 2)
Mixture.....	LEAN

STARTING ENGINE WHEN HOT

Same Procedure as Cold Start Expect as Follows:

Throttle.....	1/4 inch OPEN
Prop Control.....	HIGH RPM (full in)
Mixture Control.....	IDLE CUTOFF
Prop Area.....	“CLEAR”
Master Switch (Alt & Batt).....	ON
Beacon Switch.....	ON
Magneto Switch.....	START
Mixture After Start.....	RICH
Oil Pressure.....	CHECK
AMPS (M Batt & Batt S).....	CHECK (positive)
Avionics Switch (Bus 1 & 2).....	ON
Mixture.....	LEAN

STARTING WHEN FLOODED

Throttle.....	OPEN ½ to FULL
Master Switch.....	ON
Electric Fuel Pump.....	OFF
Mixture.....	IDLE CUT-OFF
Starter.....	ENGAGE
Mixture.....	ADVANCE to FULL RICH
Throttle.....	RETARD
Oil Pressure.....	CHECK
Mixture.....	LEAN

BEFORE TAKEOFF (RUN-UP)

Flaps.....	UP / CHECK
Parking Brake.....	SET
Pilot and Passenger Seat.....	MOST UPRIGHT
Seats & Seatbelts.....	SECURE
Cabin Doors.....	CLOSED LOCKED
Flight Controls.....	FREE & CORRECT
Flight Instruments (PFD).....	NO RED X’s
Altimeters (PFD).....	SET
Standby Altimeter.....	SET
Alt Sel.....	SET
Standby Instruments.....	CHECK
Fuel Quantity.....	CHECK
Mixture Control.....	RICH
Fuel Selector.....	BOTH
Autopilot.....	ENGAGE (Verify Pilot Authority)
A/P Trim Disc Button.....	PRESS
Flight Director.....	OFF
Elevator Trim Control.....	TAKEOFF
Throttle.....	1800 RPM
Magnetos.....	CHECK
Prop Control.....	CYCLE (3 times)
Vacuum.....	CHECK
Engine Instruments.....	CHECK
Ammeters & Voltmeters.....	CHECK
Annunciators.....	CHECK
Throttle.....	CHECK IDLE
Throttle.....	1000 RPM
Com/Nav Frequencies.....	SET
FMS/GPS Flight Plan.....	AS DESIRED
Transponder.....	SET (ALT)
CDI Softkey.....	SELECT NAV SOURCE
Cabin Power 12v Switch.....	OFF
Flaps.....	UP - 10°
Cowl Flaps.....	OPEN
Windows.....	CLOSED/LOCKED
Strobes.....	ON
Brakes.....	RELEASE

N1492U – C182T NORMAL OPERATIONS N1492U – C182T

TAKEOFF - NORMAL	
Flaps	UP - 10°
Throttle Control	FULL
Propeller Control	2400 RPM (full)
Mixture Control	RICH
Elevator (55 KIAS)	LIFT NOSEWHEEL
Climb Speed	70 Flaps 20°, 80 Flaps Up
Flaps	RETRACT AT ALT

SHORT FIELD, OBSTACLE CLEARANCE	
Flaps	20° (second notch)
Brakes	APPLY
Throttle Control	FULL
Prop Control	2400 RPM
Mixture Control	RICH
Brake	RELEASE
Elevator	SLIGHT TAIL LOW
Climb (Obst. Clear)	58 KIAS
Flaps (greater than 70 KIAS)	RETRACT SLOWLY

SOFT FIELD	
Flaps	20°
Braking	NONE (keep a/c moving)
Power	FULL
Back Pressure	FULL remain in GROUND EFFECT
If Obstacle to Clear	START CLIMB AT VX
No Obstacle	START CLIMB AT VY
Flaps	RETRACT AT POSITIVE RATE OF CLIMB

ENROUTE CLIMB	
NORMAL	
Airspeed	85-95 KIAS
Throttle Control	23 IN. HG or FULL
Prop Control	2400 RPM
Mixture Control	15 GPH or RICH
Fuel Selector Valve	BOTH
Cowl Flaps	OPEN

MAX PERFORMANCE	
Airspeed	80 KIAS
Throttle Control	FULL
Prop Control	2400 RPM
Mixture Control	FULL RICH (Max Power Fuel Flow)
Fuel Selector Valve	BOTH
Cowl Flaps	OPEN

CRUISE	
REFERENECE PERFORMANCE CHARTS AND POWER TABLE.	
Power	15-23 IN hg & 2000-2400RPM
Elev. & Rudder Trim	ADJUST
Mixture	AS NEEDED
Cowl Flaps	AS REQUIRED
FMS/GPS	REVIEW/BRIEF OBS/SUSP

DESCENT	
Power	AS DESIRED
Mixture	AS DESIRED
Cowl Flaps	CLOSED
Altimeters: PFD (Baro & Standby)	SET
G1000 Alt Sel	SET

N1492U – C182T NORMAL OPERATIONS N1492U – C182T

CDI Softkey	SELECT NAV SOURCE
FMS/GPS	REVIEW/BRIEF OBS/SUSP
Fuel Selector	BOTH
Flaps	AS DESIRED
BEFORE LANDING	
Seatbacks	MOST UPRIGHT
Seats & Seatbelts	SECURED/LOCKED
Fuel Selector	BOTH
Mixture	RICH
Prop	FULL IN
Landing & Taxi Light	ON
Autopilot	OFF
Cabin Pwr 12V Switch	OFF

LANDING	
NORMAL	
Airspeed (Flaps Up)	70-80 KIAS
Flaps	AS DESIRED
Airspeed (Flaps Full)	60-70 KIAS
Elevator & Rudder Trim	ADJUST
Touchdown	MAIN WHEELS FIRST
Landing Roll	LOWER NOSE GENTLY
Braking	MINIMUM REQUIRED

SHORT FIELD	
Airspeed (Flaps Up)	70-80 KIAS
Flaps	FULL
Airspeed (flaps full)	60 KIAS UNTIL FLARE
Elevator Trim	ADJUST
Power (after clear obst.)	IDLE
Touchdown	MAIN WHEELS FIRST
Brakes	APPLY HEAVILY
Flaps	UP

BALKED LANDING	
Throttle Control	FULL & 2400 RPM
Flaps	RETRACT TO 20°
Climb Speed	55 KIAS
Flaps	RETRACT SLOWLY
Cowl Flaps	OPEN

AFTER LANDING (off active runway)	
Flaps	UP
Cowl Flaps	OPEN
Transponder	VFR GROUND
Mixture	LEAN FOR TAXI
Strobe Light	OFF

SECURING AIRCRAFT	
Throttle Control	IDLE
Electric Equipment	OFF
Avionics Switch (bus 1&2)	OFF
Mixture Control	IDLE CUTOFF
Magnetos	OFF
Master Switch (alt & bat)	OFF
Stby Batt	OFF
Control Lock	INSTALL
Fuel Selector	LEFT OR RIGHT
Pitot Tube Cover	INSTALL
Tiedowns	SECURE

EMERGENCY PROCEDURES

REFERENCE ONLY, always consult AFM/POH!!

ENGINE FIRE DURING START ON GROUND

Magnetos Switch	START
IF ENGINE STARTS	
Power	1800 RPM (for a few mins)
Engine	SHUTDOWN (inspect for damage)

IF ENGINE FAILS TO START

Throttle	FULL
Mixture	IDLE CUTOFF
Magnetos	START
Fuel Selector	OFF
Fuel Pump	OFF
Magnetos	OFF
STBY BATT	OFF
Master Switch	OFF
Engine	SECURE
Parking Brake	RELEASE
Fire Extinguisher	OBTAIN
Airplane	EVACUATE
Fire	EXTINGUISH
Fire Damage	INSPECT

ENGINE POWER LOSS DURING TAKEOFF

TAKEOFF ROLL

Throttle	IDLE
Brakes	APPLY
Flaps	RETRACT
Mixture	IDLE CUTOFF
Magnetos	OFF
STBY BATT	OFF
Master Switch	OFF

IMMEDIATELY AFTER TAKEOFF

Airspeed Flaps Up	75 KIAS
Airspeed Flaps 10°-Full	70 KIAS
Mixture	IDLE
Fuel Selector	OFF
Magnetos	OFF
Flaps	AS REQ (full recommended)
STBY BATT	OFF
Master Switch	OFF
Cabin Door	UNLATCH
Land	STRAIGHT AHEAD

ENGINE POWER LOSS IN FLIGHT

RESTART	
Airspeed	76 KIAS
Fuel Selector	BOTH
Fuel Pump	ON
Mixture	RICH (if restart has not occurred)
NOTE: If propeller has stopped, turn MAGS to START, advance throttle slowly from idle and lean the mixture from full rich as required to obtain smooth operation	
Fuel Pump	OFF

NOTE: if FLOW GPH drops to 0, return FUEL PUMP to ON

POWER OFF LANDING

Seat Backs	MOST UPRIGHT POSITION
Seats and Seat Belts	SECURE
Airspeed Flaps Up	75 KIAS
Airspeed Flaps 10°-Full	70 KIAS
Mixture	IDLE CUTOFF
Fuel Selector	OFF
Magnetos	OFF

Flaps	AS REQ (full recommended)
STBY BATT	OFF
Master	OFF (when landing is assured)
Doors	UNLATCH PRIOR TO TOUCHDOWN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY

ENGINE FIRE IN FLIGHT

Mixture	IDLE CUTOFF
Fuel Selector	OFF
Fuel Pump	OFF
Master	OFF
Cabin Vents	OPEN (as needed)
Cabin HT and Cabin AIR	OFF (push in)
Airspeed. ... 100 KIAS (if fire is not extinguished, increase glide speed to find an airspeed within airspeed limitations, which will provide an incombustible mixture)	
Forced Landing	EXECUTE (refer to power off landing)

LOSS OF OIL PRESSURE/HIGH OIL TEMP

Land as soon as possible and investigate the cause. Prepare for power off landing.

EXCESSIVE FUEL VAPOR

Fuel Pump	ON
Mixture	ADJUST
Fuel Selector	SELECT OPPOSITE TANK (if vapor symptoms continue)
Fuel Pump	OFF (after fuel flow has stabilized)

HIGH VOLTS ANNUNCIATOR

Master	ALT Only OFF
Electrical Load	REDUCE IMMEDIATELY
Avionics Switch	BUS 1 OFF
Taxi Light	OFF
Pitot Heat	OFF
Nav Light	OFF
Beacon Light	OFF
Strobe Light	OFF
Land Light	OFF
Cabin Pwr 12V	OFF
Com1 and Nav1	TUNE TO ACT FREQ
Avionics Switch 2	KEEP ON IF IMC

LOW VOLTS ANNUNCIATOR

Master Switch	ALT ONLY OFF
Alternator Circuit Breaker	CHECK IN
Master Switch	ALT and BAT ON
Low Voltage Annunciator	CHECK OFF
M BUS Volts	27.5 MINIMUM
M BAT Amps	CHECK CHARGING

LOW VOLTS ANNUNCIATOR REMAINS ON

Master Switch	ALT ONLY OFF
Electrical Load	REDUCE IMMEDIATELY
Avionics	SWITCH BUS 1 OFF
Lights	OFF
Pitot Heat	OFF
Cabin PWR 12V	OFF
Com1 and Nav1	TUNE TO ACT FREQ
Avionics Switch 2	KEEP ON IF IMC (Land as soon as practical)

AUTOPILOT/ELECTRIC TRIM FAILURE

Control Wheel	GRASP FIRMKY (regain control)
A/P TRIM DISC Button	PRESS AND HOLD (throughout recovery)
Trim Controls	AJUST MANUALLY
Autopilot Circuit Breaker	OPEN (pull out)
A/P Trim Disconnect Button	RELEASE

SPIN RECOVERY

Throttle	IDLE
Ailerons	NEUTRAL
Rudder	FULL OPPOSITE to direction of rotation
Control Wheel	BRISKLY FORWARD to break stall
Recover	NEUTRALIZE RUDDER, RECOVER FROM DIVE

N1492U – C182T EMERGENCY PROCEDURES N1492U – C182T