



N908VA – Cessna 182T G-1000

REFERENCE ONLY, always consult AFM/POH!

Italic items UFS Company Policy - VERSION 1.0 2021

N908VA – C182T PREFLIGHT N908VA – 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-Vr59	Best Glide 76
Best Rate-Vy.....80	Max DemoXwind 15
Best Angle-Vx.....65	Vno 140
Stall-Vso41	Vne 175
Stall-Vs51	Landing (Flaps full) 60
Vfe..... 100-140	Max LND2950 Lbs
Va 91-110	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 OpeningCHECK (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 OpeningCHECK (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

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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

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NORMAL OPERATIONS
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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

NOTE: if FFLOW 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

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