



T-182T CHECKLIST (APR 2024) PSM



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PREFLIGHT INSPECTION

WX/NOTAM/TFR.....CHECK
 Fuel.....CHECK
 Weight/Balance.....COMPUTE
 Documents (AROW).....PRESENT
 Pitot Cover.....REMOVE
 Cowl Plugs.....REMOVE

CABIN

POH.....ACCESSIBLE TO PILOT
 G1000 Ref.....ACCESSIBLE TO PILOT
 Parking Brake.....A/R
 Control Wheel Lock.....REMOVE
 Magnetos.....OFF
 Avionics Bus 1&2.....OFF
 Master (ALT+BAT).....ON
 PFD.....VERIFY ON
 Hobbs/Tach.....RECORD
 Fuel QTY.....CHECK
 Low Fuel Annun...CHECK (No Show)
 Oil Pres Annun.....CHECK (Show)
 Low Vac Annun.....CHECK (Show)
 Avionics Bus 1.....ON
 FWD Fan.....CHECK
 Avionics Bus 1.....OFF
 Aft Fan.....CHECK
 Avionics Bus 2.....OFF
 Flaps.....EXTEND
 Exterior Lights.....ON
 Pitot Heat.....CHECK
 Exterior Lights.....CHECK
 Stall Warn.....AUDIBLE
 Pitot Heat.....OFF
 Low Volt Annun.....CHECK (Shown)
 Master (ALT&BAT).....OFF
 Elev+Rudder Trim.....TAKEOFF
 ALT Static.....OFF
 Fuel Selector.....BOTH
 O2 Pressure+Mask.....CHECK
 Fire Extinguisher.....CHECK(Green)
 Walk Around.....COMPLETE

PRE-START

Preflight.....COMPLETE
 Tiedowns/Chocks/Towbar.....OUT
 Baggage.....SECURE
 Passenger Brief.....SAFETY
 Seats.....ADJUST+LOCK
 Safety Belts.....FASTENED/SECURE
 Brakes.....TEST+HOLD
 Circuit Breakers.....CHECK IN
 Electrical Equip.....OFF
 Avionics Bus 1&2.....OFF

CAUTION:

Off to prevent damage to avionics

Fuel Selector.....BOTH
 Cowl Flaps.....OPEN

ENGINE START

Throttle.....OPEN 1/4"
 Prop.....HIGH RPM
 Mixture.....IDLE CUTOFF
 Standby Battery.....CHECK
 TEST: Hold 20", Lamp stays ON
 ARM: Verify PFD comes ON
 ENG Indications...CHECK (No Red X)
 Bus E Volts.....CHECK (24 Min)
 Bus M Volts.....CHECK (1.5 or less)
 Batt S Amps.....CHECK (Discharge)
 STBY BAT Ann.....CHECK (Shown)
 Propeller.....CLEAR
 Master (ALT+BAT).....ON
 Beacon Light.....ON

NOTE:

if ENG Warm, omit next 3 steps

Fuel Pump.....ON
 Mixture.....RICH
 Stable FF, 3-5 Sec, CUTOFF
 Fuel Pump.....OFF

Magnetos.....START
 3x10 sec start / 20 sec cool down
 Mixture.....ADV SMOOTH to RICH
 Oil Pressure.....CHECK (30-60 SEC)
 M BAT + S BAT.....CHECK (Positive)
 Low Volt Annun...CHECK (No Show)
 NAV Lights.....A/R
 Avionics Bus 1&2.....ON
 Flaps.....RETRACT
 Mixture.....LEAN
 Set Throttle to 1,200 RPM
 Lean Mixture for max RPM
 Set Throttle 800-1,000 RPM

AFTER START

PSM ATIS: 132.05 PSM GND: 120.95

Headset.....ON
 COMMS.....ATIS
 Altimeter.....SET x2
 Flight Instruments.....CHECK
 XPDR.....CHECK
 Fuel (MFD/ENG/SYS).....RESET
 Gal Rem (MFD/ENG/SYS).....SET
 Flight Plan.....OBTAIN/LOAD

TAXI

Airport Diagram.....AS REQ.
 Taxi Light.....ON
 Taxi Area.....CLEAR
 Brakes.....TEST
 Taxi Clearance.....OBTAIN
 During Taxi.....VERIFY
 Flight Instruments move in turns
 Controls: Turn into/Dive away

ENGINE RUNUP

PSM TWR: 128.4 / BOS DEP: 125.05

Brakes.....HOLD
 Seatbacks.....FULL UPRIGHT
 Seat + Belts.....SECURE
 Doors/Windows...CLOSED/LOCKED
 Flight Controls.....FREE+CORRECT
 A/P.....ENGAGE
 Flight Controls.....CHECK
 A/P Overpowered in Pitch & Roll
 A/P Trim Disc.....PRESS
 Flight Director.....OFF
 Manual Elec Trim.....CHECK
 Elev + Rudder Trim.....TAKEOFF
 FLT Instruments...CHECK (No Red X)
 Altimeters.....SET x2
 G1000 ALT Select.....SET
 STBY Instruments.....CHECK
 PFD/MFD/COMM/NAV.....VERIFY
 Fuel Quantity.....CHECK

NOTE:

FLT not rec w/both QTY's in yellow
 Mixture.....RICH
 Fuel Selector.....BOTH
 Run Up Area.....CLEAR BEHIND
 Throttle.....1,800 RPM
 Mags.....175 Max/50 Diff
 Prop...Cycle x 3
 VAC (MFD/ENG/SYS)...Check
 Engine Indications...Check
 Ammeter... 0 or Positive
 Voltmeter..... 27-29V
 Annunciators.....CHECK (None)
 Throttle.....IDLE (App. 650 RPM)
 Throttle.....1,000 RPM or Less
 Throttle Friction.....ADJUST



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PRE-TAKEOFF BRIEF

Engine Fail/Abnormality on T/O Roll
- Throttle IDLE / Stop St-Ahead

Engine Fail/Abnormality: Liftoff w/ RWY remain

- Airspeed...**70 (10-Full) / 75 (Up)**
- Throttle.....IDLE
- Land.....MAX BRAKING
- Flaps.....RETRACT

Engine Fail Airborne: Insufficient Runway

- Airspeed.....**70 (10-Full) / 75 (Up)**
- Landing Area.....SELECT
- Flaps.....Once Landing Assured
- Fuel Shutoff Valve.....CLOSED
- Ignition Switches.....OFF
- Master.....OFF
- Touchdown.....MIN AIRSPEED
- 180 Min Alt / Direction of Turn?

BEFORE TAKEOFF

PSM TWR: 128.4 / BOS DEP: 125.05

- Pre-Takeoff Brief.....COMPLETE
- Mixture.....RICH
- Elevator Trim.....TAKEOFF
- Rudder Trim.....NEUTRAL
- Cowl Flaps.....OPEN
- Oil Pressure..... < 115 PSI
- Flaps.....0-20 (10 Rec'd)
- A/P.....OFF
- Annunciators.....NONE SHOWN
- Doors/Windows....CLOSED+LOCKED
- XPDR.....SET
- CDI Key.....SELECT NAV SOURCE
- FMS/GPS FLT Plan.....A/R

NOTE:

Check GPS availability on MFD-AUX-GPS-STATUS PAGE. No annunciation for loss of GPS 2

Strobes.....ON (Entering the RWY)
Land Light.....ON (Cleared for T/O)

NORMAL TAKEOFF

Throttle.....FULL (32 in.hg)
 Prop.....FWD (2350-2400 RPM)
 Mixture.....ADJ To 24 GPH
 Rotate.....50-60 KIAS
 Climb.....70 (Flaps 20) / 80 (Up)
 Flaps.....UP @ 500'AGL

SHORT FIELD TAKEOFF

Flaps.....20
 Brakes.....HOLD
 Throttle.....FULL
 Prop.....FULL FWD
 Mixture.....ADJ to 24 GPH
 Brakes.....RELEASE
 Elevator Control...SLIGHT TAIL LOW
 Rotate.....50-60 KIAS
 Climb.....60 KIAS Until OBS CLEAR
 Flaps.....RETRACT SLOW > 70KIAS

SOFT FIELD TAKEOFF

Flaps.....20
 Elevator Control.....TAIL LOW
 After Lift Off.....ATTAIN Vx or Vy
 Flaps.....RETRACT SLOWLY > 70KIAS

ENROUTE CLIMB (> 1000' AGL)

Airspeed.....90-100KIAS
 Throttle.....25 in.hg
 Prop.....2,400RPM
 Mixture.....16 GPH
 Fuel Selector.....BOTH
 Cowl Flaps.....OPEN
 (Max=84KTS/32in/2400RPM/24GPH)

CRUISE

Level Off.....ACCELERATE
 Flaps.....CHECK UP
 Throttle.....15-28 in.hg
 Prop.....2,000-2,400RPM
 (Normal Cruise: 55%-88%, SL-15K)
 Mixture.....LEAN
 Rec'd: 50°F rich of peak T.I.T
 Pwr: 125°F rich of peak T.I.T
CAUTION: no lean of Peak Ops
 Cowl Flaps.CLSD(CHT $\frac{2}{3}$ GRN ARC)
 Elevator Trim.....A/R
 Rudder Trim.....A/R
 FMS / GPS.....SET A/R
 PFD CDI.....PRESENT
 Engine Instruments.....CHECK
 Exterior Lights.....A/R
 Cabin Power.....A/R
 Fuel.....Monitor
 M BAT Amps..... < 5+

IN RANGE / DESCENT

PSM ATIS: 132.05 / PSM TWR: 128.4

ATIS/AWOS.....CHECK
 STAR/Approach.....LOAD&VERIFY
 STAR/Approach.....BRIEF
 Mixture.....ADJUST
NOTE: Avoid Full Rich Descents
 Prop.....A/R
 Throttle.....A/R
 Cowl Flaps.....CLOSED
 Altimeters.....SET x2
 G1000 ALT Select.....SET
 Fuel Selector.....BOTH
 Approach Mins.....SET (A/R)
 CDI Key.....SELECT NAV SOURCE
 FMS/GPS FLT Plan.....A/R

BEFORE LANDING

Fuel Selector.....BOTH
 Mixture.....RICH
 Prop.....HIGH RPM
 Seatbacks.....FULL UPRIGHT
 Seat + Belt.....CHECK SECURE
 Landing Light.....ON
 Autopilot.....OFF

BALKED LANDING / GO AROUND

Throttle.....FULL
 Prop.....FULL FWD
 Flaps.....RETRACT TO 20
 Airspeed.....55KIAS
 Flaps.....RETRACT SLOW > 70KIAS
 Cowl Flaps.....OPEN



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AFTER LANDING

PSM GND: 120.95

- Throttle.....800-1,000RPM
- Cowl Flaps.....OPEN
- Flaps.....UP
- Landing Light.....OFF
- Strobes.....OFF
- Pitot Heat.....OFF
- XPDR.....CHECK
- Airport Diagram.....As Req.
- Flt Controls.....Turn Into/Dive Away

SHUTDOWN/SECURING

- Parking Brake.....A/R
- Throttle.....IDLE
- Electrical Equip.....OFF
- Autopilot.....OFF
- Avionics Bus 1&2.....OFF
- Mixture.....IDLE CUT OFF

AFTER PROPELLER STOPS

- Magnetos.....OFF
- Key.....REMOVE
- TACH Time.....RECORD
- Master (ALT+BAT).....OFF
- STBY BATT.....OFF
- Fuel Selector.....LEFT or RIGHT
- Aileron+Rudder Trim.....TAKEOFF
- Hobbs Time.....RECORD
- FLT Control Lock.....SECURE
- Chocks.....INSTALL
- Parking Brake.....RELEASE
- Pitot Cover.....INSTALL
- Cowls Plugs.....INSTALL
- Oil Heater.....PLUG IN (Winter)
- Post-Flt Walkaround.....COMPLETE

FIRES

ENGINE FIRE DURING START

- Magnetos Switch.....START
- IF ENGINE STARTS
- Power.....1800 RPM (few mins)
- Engine.....SHUTDOWN (Inspect)
- IF ENGINE FAILS TO START
- Throttle.....FULL IN
- Mixture.....IDLE CUTOFF
- Magnetos Switch.....START
- Fuel Shutoff.....DOWN, ROTATE OFF
- Fuel Pump.....OFF
- Magnetos Switch.....OFF
- STBY Battery.....OFF
- Master Switch (ATL + BATT).....OFF
- Engine.....SECURE
- Parking Brake.....RELEASE
- Fire Extinguisher.....OBTAIN
- Airplane.....EVACUATE
- Fire.....EXTINGUISH
- Airplane.....INSPECT

WARNING:

DO NOT ATTEMPT RESTART

ENGINE FIRE – IN FLIGHT

- Mixture.....IDLE CUTOFF
- Fuel Shutoff...DOWN, ROTATE OFF
- Fuel Pump.....OFF
- Master Switch (ATL + BATT)....OFF
- Air Vents.....OPEN (if needed)
- Cabin Heat + Air.....OFF
- Airspeed.....100 KIAS (INCREASE)
- Do not exceed **Vne (175 KIAS)**
- Landing.....EMER LAND NO POWER
- Radio.....MAYDAY on **121.5**
- XPDR.....**7700**



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ELECTRICAL FIRE – IN FLIGHT

- STBY Battery.....OFF
- Master Switch (ATL + BATT)....OFF
- Cabin Vents.....CLOSED
- Cabin Heat + Air.....OFF (Push IN)
- Fire Extinguisher.....ACTIVATE
- Avionics Bus 1 and Bus 2.....OFF
- All Switches EXCEPT MAGS.....OFF

WARNING

After Fire Extinguisher use, ensure fire is extinguished before exterior air used to vent the cabin

- Cabin Air Vents.....OPEN
- Cabin Heat + Air.....ON (Pull Out)
- If Fire out and Electrics are needed**
- Circuit Breakers...CHECK FOR OPEN
- Do not reset
- Master Switch (ATL + BATT).....ON
- STBY Battery.....ARM
- Avionics Bus 1.....ON
- Avionics Bus 2.....ON

CABIN FIRE

- STBY Battery.....OFF
- Master Switch (ATL + BATT)....OFF
- Cabin Vents.....CLOSED
- Cabin Heat + Air.....OFF (Push IN)
- Fire Extinguisher.....ACTIVATE
- WARNING**
- After Fire Extinguisher use, ensure fire is extinguished before exterior air used to vent the cabin**
- Cabin Air Vents.....OPEN
- Cabin Heat + Air.....ON (Pull Out)
- Land.....AS SOON AS **POSSIBLE**

WING FIRE

- LAND + TAXI Lights.....OFF
- NAV Lights.....OFF
- Strobes.....OFF
- Pitot Heat.....OFF

NOTE

Perform sideslip to keep flames away from tank and cabin. Land as soon as **POSSIBLE**, using flaps only as required for final approach and touchdown.

ENGINE

ENGINE FAILURE – REJECT

- Throttle.....IDLE
- Brakes.....APPLY
- Flaps.....RETRACT
- Mixture.....IDLE CUT OFF
- Magnetos Switch.....OFF
- STBY Battery.....OFF
- Master Switch (ATL + BATT).....OFF
- TOLD ROT: 70% spd / 50 % Rwy

ENGINE FAILURE - AFTER TAKEOFF

- Airspeed.....75 KIAS (Flaps Up)
-70 KIAS (Flaps 10-Full)
- Mixture.....IDLE CUTOFF
- Fuel Shutoff.....DOWN,ROTATE OFF
- Magnetos Switch.....OFF
- Flaps.....A/R (Rec FULL)
- STBY Battery.....OFF
- Master Switch (ATL + BATT).....OFF
- Cabin Doors.....UNLATCH
- Landing.....STRAIGHT AHEAD
- Tech: 180o MIN ALT / Dir o Turn



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ENGINE FAILURE - RESTART

Airspeed.....75 KIAS (best glide)
 Fuel Selector.....BOTH
 Fuel Pump.....ON
 Mixture.....RICH (If No Restart)
 Magnetos Switch.....BOTH (START)

NOTE

If prop windmill, engine will restart. If stopped, Mags to START, advance throttle slowly from IDLE, lean MIXTURE for smooth ops
 Fuel Pump.....OFF

NOTE

If FLOW drops to zero (fuel pump fail), return Fuel Pump to ON.

OIL MALFUNCTIONS

“OIL PRESSURE” Annunciator

Oil Temp + Pressure.....CHECK
 If Oil Pressure Low (< 20 PSI)
 Throttle.....MIN REQ'D
 Land.....AS SOON AS POSSIBLE
If Oil Pressure or Temp High Climb
 Rate.....REDUCE
 Airspeed.....100 KIAS
 Mixture.....ENRICHEN
If Oil Annunciator on after 1 min
 Throttle.....MIN REQ'D
 Land.....AS SOON AS POSSIBLE

PROPELLER

OVERSPEED

Throttle.....REDUCE
 Oil Pressure.....CHECK
 Propeller....FULL REDUCE, then SET
 Airspeed.....REDUCE
 Throttle.....< 2,400 RPM
 Divert.....Nearest ALTERNATE
 Emer Land Checklist.....PERFORM

ELECTRICAL

HIGH VOLTAGE

(> 15V) ANNUN ON or M BATT > 40

Master (ALT Only).....OFF
 Electrical Load.....REDUCE
 -Avionics BUS 1.....OFF
 -Prop Heat.....OFF
 -Pitot Heat.....OFF
 -Beacon.....OFF
 -Land Light.....OFF
 -Taxi Light.....OFF
 -Nav Light.....OFF
 -Strobes.....OFF
 -Cabin 12V.....OFF

NOTE

- Main Battery supplies electrical power to Main and Essential Bus until M BUS VOLTS decreases below 20V. When M BUS VOLTS below 20V, STBY Battery automatically supplies power to Essential Buss for at least 30 min.



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NOTE

- Select COM 1 MIC and NAV 1 on audio panel and tune to active frequency before setting AV BUS 2 to OFF. If COM 2 and NAV 2 are selected when AV BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.

COM 1 and NAV 1.....TUNE
 COM 1 MIC and NAV 1.....SELECT

NOTE

- When AV BUS 2 OFF, the following will not operate: A/P, Audio Panel, COMM 2, NAV 2, Transponder, MFD AV Bus 2.....OFF (ON if in clouds) Land.....AS SOON AS PRACTICAL

NOTE

- Make sure successful landing is possible before extending flaps. The flap motor is a large electrical load.

LOW VOLT ANNUN < 1000 RPM

Throttle.....1000RPM
 Low Volts Annun.....CHECK OFF

If Annun remains on at 1000 RPM MX.....PERFORM before next flight

LOW VOLT ANNUN @ HIGH RPM

Master (ALT Only).....OFF
 ALT Field Circuit Breaker.....CHK IN
 Master (ALT + BATT).....ON
 Low Volts Annun.....CHECK OFF
 M Bus Volts.....CHECK 27.5V min
 M Batt Amps.....CHK CHARGING (+)

If Annunciator remains On

Master (ALT Only).....OFF
 Electrical Load.....REDUCE
 - Avionics BUS 1.....OFF
 - Prop Heat.....OFF
 - Pitot Heat.....OFF
 - Beacon.....OFF
 - Land Light.....OFF
 - Taxi Light.....OFF
 - Nav Light.....OFF
 - Strobes.....OFF
 - Cabin 12V.....OFF

NOTE

- Main Battery supplies electrical power to Main and Essential Bus until M BUS VOLTS decrease < 20V. When M BUS VOLTS < 20V, STBY BATT automatically supplies power to Essential Buss for at least 30 min.



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NOTE

- Select COM 1 MIC and NAV 1 on audio panel and tune to active frequency before setting AV BUS 2 to OFF. If COM 2 and NAV 2 are selected when AV BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.

COM 1 and NAV 1.....TUNE
COM 1 MIC and NAV 1.....SELECT

NOTE

- When AV BUS 2 OFF, the following will not operate: A/P, Audio Panel, COMM 2, NAV 2, Transponder, MFD
AV Bus 2.....OFF (ON if in clouds)
Land.....AS SOON AS PRACTICAL

NOTE

- Make sure successful landing is possible before extending flaps. The flap motor is large electrical load.

STATIC SOURCE

ERRONEOUS INSTRUMENT READING

ALT Static Air Valve.....ON (Pull)
Cabin Vents.....CLOSED
Cabin Heat + Air.....ON (Pull OUT)
Airspeed.....Ref POH Figure 5-1
Altitude.....Ref POH Figure 5-2

FUEL

FUEL FLOW FLUCTUATE > 1 GPH

Fuel Pump.....ON
Mixture.....ADJUST for smooth Ops
Fuel Selector.....OPPOSITE TANK
After fuel flow stabilized, then
Fuel Pump.....OFF

AIR DATA SYSTEM FAILURE

RED X- PFD AIRSPEED

ADC / AHRS Cir Brk.....CHECK IN
- ESS Bus and AVN Bus 1
- If popped, reset CB
STBY Airspeed Indicator.....USE

RED X- PFD ALTITUDE

ADC / AHRS Cir Brk.....CHECK IN
- ESS Bus and AVN Bus 1
- If popped, reset CB
STBY Altimeter.....USE

AHRS SYSTEM FAILURE

RED X- PFD ATTITUDE

ADC / AHRS Cir Brk.....CHECK IN
- ESS BUS and AVN BUS 1
- If popped, reset CB
STBY Attitude Indicator.....USE

RED X- PFD HSI

ADC / AHRS Cir Brk.....CHECK IN
- ESS BUS and AVN BUS 1
- If popped, reset CB
Mag Compass.....USE



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AUTOPILOT/ELEC TRIM FAILURE

A/P or PTRM ANNUNCIATOR

Yoke.....GRASP FIRMLY
A/P Trim Disc But.....PRESS+HOLD
Elev + Rudder Trim...ADJUST MAN
A/P Circuit Breaker.....PULL OUT
A/P Trim Disc But.....RELEASE

WARNING

Following A/P, Auto Trim, or Manual Elec Trim Malf, DO NOT Re-engage A/P until cause of malfunction has been corrected.

NAVIGATION

GPS / RAIM WARNING

Enroute or Terminal
GPS Nav.....MONITOR
Non-GPS Nav.....SET + MONITOR
On GPS Approach
Missed Approach.....PERFORM
Approach.....SELECT NON-GPS

VACUUM SYSTEM FAIL

LOW VACUUM ANNUNCIATOR

Vac Indi (VAC).....CHECK EIS SYS

CAUTION

If Vacuum pointer out of the green arc during flight or gyro flag is shown on Stby Attitude, then the STBY Attitude must not be used.

DISPLAY COOLING

PFD-1 or MFD-1 COOLING

Cabin Heat.....REDUCE (Push IN)
FWD Avionics Fan.....CHECK
- Feel for air on glareshield
If Annunciator remains On
STBY Batt Switch.....OFF
- Unless needed for Emer Pwr
If PFD-1 or MFD-1 Annon does not go off within 3 minutes, or both PFD-1 and MFD-1 annun come on STBY Batt Switch.....OFF
Land.....AS SOON AS PRACTICAL

HIGH CARBON MONOXIDE LEVEL

CO LVL HIGH ANNUNCIATOR

Cabin Heat.....OFF (PUSH IN)
Cabin Air.....ON (PULL OUT)
Cabin Vents.....OPEN
Windows.....OPEN (175 KIAS max)
If CO LVL remains On
Land.....AS SOON AS PRACTICAL

FLIGHT CONTROLS

SPIN RECOVERY

Power.....IDLE
Ailerons.....NEUTRAL
Rudder.....FULL OPPOSITE
After rudder reaches full stop
Elevator.....BRISKLY FORWARD
Hold inputs until spin stops, then
Rudder.....NEUTRALIZE
Dive.....RECOVER



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WEATHER

INADVERTENT FLT INTO ICING

Pitot Heat.....ON
 Prop Heat.....ON
Turn Around / Chge Altitude ASAP
 Cabin Heat.....ON (Pull OUT)
 Defrost.....ON (Clockwise)
 Engine Speed.....INCREASE
 - If vibrate: 2200RPM, rapid FWD

NOTE

Cycling RPM flexes prop blades and causes high RPM, causing ice to shed more rapidly. If amber PROP HEAT comes on, cycle switch OFF, then back ON. If comes on again, turn off and use RPM cycle tech.

Engine.....MONITOR
 Land.....NEAREST SUITABLE
 Power.....HIGHER
 REQ'D Flaps.....LEAVE RETRACTED
 Left Window....OPEN if Req'd to see
 FWD Slip.....If Req'd to see
 Airspeed.....80-90 KIAS
 Landing.....LEVEL ATTITUDE
 Missed Approach.....AVOID
 Prop Heat.....OFF

CAUTION

Do not operate Prop Heat for more than 15 seconds on the ground without engine power.

NOTE

Ice increases stall speed. Carry extra speed on final. Stall warning horn may not function.

DESCENT/LANDING

EMER LANDING – NO POWER

Seat Backs.....FULL UPRIGHT
 Seats and Belts.....SECURE
 Airspeed.....**75 KIAS (Flaps Up)**
**70 KIAS (Flaps 10-Full)**
 Mixture.....IDLE CUTOFF
 Fuel Shutoff...DOWN, ROTATE OFF
 Magnetos Switch.....OFF
 Flaps.....A/R (Rec FULL)
 Radio.....MAYDAY on 121.5
 XPDR.....7700

WHEN LANDING ASSURED

ELT Switch.....ON
 STBY Battery.....OFF
 Master Switch (ATL + BATT).....OFF
 Cabin Doors.....UNLATCH
 Touchdown.....SLIGHT TAIL LOW
 Brakes.....APPLY HEAVILY

PRECAUTIONARY LANDING

Seat Backs.....FULL UPRIGHT
 Seats and Belts.....SECURE
 Airspeed.....75 KIAS
 Flaps.....20
 Radio.....MAYDAY on 121.5
 XPDR.....7700
 Selected Field.....FLY OVER
 Flaps.....FULL (on final)
 Airspeed.....70 KIAS

WHEN LANDING ASSURED

ELT Switch.....ON
 STBY Battery.....OFF
 Master Switch (ATL + BATT).....OFF
 Cabin Doors.....UNLATCH
 Touchdown.....SLIGHT TAIL LOW



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SULLY MANEUVER

DITCHING

Radio.....MAYDAY on 121.5
 XPDR.....7700
 Heavy Items....SECURE / JETTISON
 Seat Backs.....FULL UPRIGHT
 Seats and Belts.....SECURE
 Flaps.....20 to FULL
 Power....Est 300 FT/MIN @ 65 KIAS

NOTE

If no power, approach at 70 KIAS + Flaps Up, or 65 KIAS with Flaps 10
 Approach.....A/R
 - High Winds/Seas.....INTO WIND
 - Lt Winds....PARALLEL TO SWELL
 Cabin Doors.....UNLATCH
 Touchdown.....LEVEL ATTITUDE
 Face.....CUSHION (folded coat)
 ELT.....ACTIVATE
 Airplane.....EVACUATE via DOORS

NOTE

If needed, open windows to flood the cabin and equalize pressure so doors can be opened.
 Life Vest/Raft.....INFLATE
 - When clear of the airplane

Mixture.....IDLE CUTOFF
 Magnetos Switch.....OFF
 Brakes.....APPLY HEAVILY

DESCENT/LANDING CONT.

LANDING WITH FLAT MAIN

Approach.....NORMAL
 Flaps.....FULL
 Touchdown.....GOOD TIRE FIRST
 Control....MAINTAIN w/good brake

NOTE

Flat Tire (Drag) in the middle

LANDING WITH FLAT NOSE

Approach.....NORMAL
 Flaps.....A/R
 - UP – 10.....< 140 KIAS
 - 10 – 20< 120 KIAS
 - 20 – Full.....< 100 KIAS

Touchdown.....ON MAINS
 Nose Tire...HOLD OFF long as poss
 Elevator...FULL UP when nose drop

LANDING NO ELEVATOR CONTROL

Trim.....SET 80 KIAS
NOTE: Do not change Trim
 Power.....A/R for descent angle

NOTE

When in flare, elevator trim should be adjusted toward full nose up at same time as power reduced. Close throttle at touchdown

CAUTION

Airplane may touchdown on the nosewheel before main wheels