# PINNACLE AVIATION –C-182T G1000 CHECKLIST (7/16/2019)

# BEFORE STARTING ENGINE

1. Preflight Inspection – **COMPLETE**
2. Seats, Belts, Shoulder Harness – **ADJUST & LOCK**
3. Passenger / Crew Briefing – **S-A-F-E-T-Y**
4. Fuel Shutoff Valve – **ON**
5. Fuel Selector Valve – **BOTH**
6. Brakes – **TEST and HOLD ON**
7. Circuit Breakers – **CHECK IN**
8. Lights – **ALL OFF (EXCEPT ROTATING BEACON)**
9. Electrical Equipment – **OFF**
10. Avionics Circuit Breakers – **CHECK IN**
11. Avionics Master Switch (Bus 1 & 2) – **OFF**
12. Cowl Flaps **– OPEN**
13. Fuel Selector Valve **- BOTH**

## STARTING ENGINE

1. STBY BATT Switch
2. Test – **Hold ON for 20 sec – Green Test light On**
3. ARM – **Verify that PFD Comes On**
4. Engine Indicating System – **CHECK PARAMETERS (no Red X’s)**
5. E BUS Volts – **CHECK (Verify Min 24 Volts)**
6. M BUS Volts – **CHECK (Verify 1.5 Volts or less)**
7. BATT S Amps – **CHECK (Verify discharge Showing NEGATIVE)**
8. STBY BATT annunciator – **CHECK (Verify shown on PFD)**
9. Mixture – **FULL RICH**
10. Throttle – **FULL OPEN**
11. Propeller Control - **HIGH RPM**
12. Master Switch – **ON**

**For WARM ENGINE Start, omit priming steps 11, 12, 13 & 14 below**

1. Auxiliary Fuel Pump Switch -- **ON**
2. Fuel Flow Gauge – **3 to 5 gph in 3-4 seconds**
3. Auxiliary Fuel Pump Switch – **OFF**
4. Mixture – **IDLE CUT OFF**
5. Throttle – **OPEN ¼ INCH**
6. Propeller Area – **CLEAR! (Front, L & R, Behind)**
7. Ignition Switch – **START (release when starts)**
8. Mixture – **ADVANCE SMOOTHLY TO RICH** when engine fires
9. Throttle – **ADJUST TO 1000 RPM**

NOTE: If engine floods, verify aux fuel pump OFF, place mixture in idle cut off, open throttle full and crank engine. When engine fires, retard throttle promptly advance mixture to full rich.

1. Oil Pressure – **IN GREEN ARC IN 30-60 seconds**
2. AMPS M BATT – **CHECK CHARGE (positive)**
3. AMPS S BATT – **CHECK CHARGE (positive)**
4. LOW VOLTS annunciator – **CHECK (not shown on PFD)**
5. Lights – **AS REQUIRED**
6. Mixture – **LEAN (1 TO 1 ½ INCH)**
7. Avionics Switch (Bus 1 & 2) – **ON**
8. **Verify MFD Comes ON**
9. Wing Flaps – **UP (Retract)**

## BEFORE TAXI

1. ATIS / ASOS / AWOS – **COPY**
2. Altimeter – **SET**
3. Taxi Clearance – **REQUEST (ADVISE CTAF)**
4. Runway Assignment – **READ BACK**
5. Brakes –**TEST** (immediately after leaving tie down)

## TAXI

Turn Coordinator & Ball / Heading Indicator /

Attitude Indicator / Compass / Standby Instruments -- **VERIFY OPERATION**

# RUNUP

1. Brakes – **HOLD ON**
2. Seats, Belts, Shoulder Harness – **CHECK SECURE**
3. Cabin Doors / Windows – **CLOSED and LATCHED**
4. Flight Controls – **FREE and CORRECT**
5. Flight Instruments:
6. PFD – **CHECK (no RED X’s)**
7. Altimeter - **PFD BARO – SET**

- **Stand by ALT – SET**

1. Auto Pilot Baro- **SET**
2. Standby FLT Instrument - **CHECK**
3. Fuel Quantity – **CHECK**
4. Fuel Shutoff Valve – **RECHECK ON**
5. Fuel Selector Valve – **RECHECK ON BOTH**
6. Autopilot – **ENGAGE FLIGHT CONTROL CHECK**
7. Autopilot Disengage Button – **PRESS TO DISENGAGE**
8. Elevator Electric Trim – **CHECK & SET FOR DEPARTURE**
9. Mixture – **FULL RICH (below 5,000 ft)**
10. Throttle – **ADVANCE to 1,800 RPM**
11. Magnetos – **CHECK** (max drop 150; max dif 50)
12. Prop – **CYCLE**:
13. Decrease – **RPM**
14. Increase – **Manifold Pressure**
15. Decrease – **Oil Pressure**
16. Engine Instruments – **CHECK (verify no RED X’s)**
17. Ammeter – **CHECK**
18. Suction Gage (Vac) – **CHECK (in green arc)**
19. Annunciator – **NONE SHOWN ON PFD**
20. Idle Check – **THROTTLE IDLE**
21. Throttle – **1,000 RPM** **(Adjust Throttle Friction Lock)**
22. Mixture – **LEAN 1 to 1 1/2 INCH**
23. Wing Flaps – **SET FOR DEPARTURE - 10°**
24. Elevator Trim – **SET FOR DEPARTURE**
25. COMS – **SET FOR DEPARTURE**
26. NAV & CDI - **SET FOR DEPARTURE**
27. XPDR – **SET FOR DEPARTURE**
28. Verbalize - **BEFORE TAKEOFF EMERG BRIEFING**

###### BEFORE TAKEOFF @ HOLDING SHORT LINE

1. Lights – **AS REQUIRED**
2. Transponder – **SQUAWK CODE & ON “ALT”**
3. Mixture – **LEAN 1 TO 1 ½"**
4. Prop Control – **FULL FORWARD**
5. Fuel Selector Valve - **BOTH**
6. Engine Instruments – **IN GREEN ARCS (no Red X’s)**
7. Heading Indicator – **ALIGN with MAG. COMPASS**
8. Radios – **SET FOR DEPARTURE**
9. Wing Flaps **– SET FOR DEPARTURE**
10. Cowl Flaps - **OPEN**

###### LINE UP & WAIT / CLEARED FOR TAKEOFF

1. Lights: **AS REQUIRED**
2. Mixture – **RICH (below 5,000 ft MSL)**
3. Action: **WIND DIRECTION**

**X-WIND – SET AILERON ACCORDINLY**

###### NORMAL TAKEOFF

**VERBALIZE – TAKEOFF CALLOUTS**

1. Wing Flaps - **10°**
2. Mixture – **RICH (BELOW 5,000 ft MSL)**
3. Throttle – **FULL FORWARD (OPEN)**
4. Propeller Control – **FULL FORWARD**
5. Vr (Elevator Control) – **LIFT NOSE WHEEL AT 55 KIAS**
6. Climb - **Vy @ SL = 84** **KIAS**
7. Wing Flaps – **RETRACT AT 70 KIAS OR ABOVE**

# PINNACLE AVIATION – C-182T G1000 CHECKLIST (7/16/19)

###### SHORT FIELD TAKEOFF (MAXIMUM PERFORMANCE)

**VERBALIZE –TAKEOFF CALL OUTS**

Line up -**USE MAXIMUM RUNWAY**

1. Wing Flaps – **20o**
2. Brakes – **APPLY**
3. Propeller Control – **FULL FORWARD**
4. Throttle – **FULL OPEN**
5. Mixture – **RICH (**above 5,000 ft, LEAN to MAX RPM – 24 GPH Fuel Flow)
6. **Confirm engine instrument & RPM in the Green**
7. Brakes – **RELEASE**
8. Elevator Control – **SLIGHTLY TAIL LOW**
9. Vr (Elevator Control ) – **60 KIAS (lift nose Wheel)**
10. Climb Speed - **58 KIAS (until obstacles are cleared)**
11. Wing Flaps – **RETRACT 70 KIAS OR MORE**

###### SOFT FIELD TAKEOFF

**VERBALIZE –TAKEOFF CALL OUTS**

Wing Flaps – **20o**

Takeoff – **KEEP AIRCRAFT ROLLING (no brakes)**

Elevator Control – **NOSE WHEEL OFF RUNWAY ASAP**

Lift Off – **REMAIN IN GROUND EFFECT**

Climb – **Vy @ SL 84 KIAS**

Wing Flaps – **RETRACT AT 70 KIAS**

### ENROUTE CLIMB @ 2,000 ft AGL

1. Throttle – Min 23” MP **FULL POWER**
2. Propeller Control - **2400 RPM**
3. Airspeed – **85 to 95 KIAS**
4. Mixture – **RICH (below 5,000 ft MSL)**
5. Mixture – **Min 15 GPH or Full Rich**
6. Cowl Flaps - **OPEN**

**CRUISE (LEVEL FLIGHT)**

1. Throttle – **15 - 23” MP**
2. Propeller Control **- 2,000 – 2,400 RPM (80% max power)**
3. Cowl Flaps – **CLOSED (MONITOR CHT)**
4. Elevator Trim – **ADJUST**
5. Mixture – **MFD – Use Lean assist system**

**DESCENT**

1. Throttle – **AS DESIRED – BELOW RED LINE**
2. Mixture – **RICH (below 5,000 ft MSL)**
3. Fuel Selector Valve – **BOTH**
4. Cowl Flaps - **CLOSED (MONITOR CHT)**

**BEFORE LANDING**

**Verbalize & Perform - CGUMPLES**

1. Fuel Selector -- **BOTH**
2. Mixture – **RICH (below 5,000 ft)**
3. Propeller Control - **HIGH RPM (Push full in)**
4. Heading Indicator **– ALIGNED with MAG. COMPASS**
5. Seats, Belts, Harnesses – **ADJUST and LOCK**
6. Lights – **LANDING & TAXI LIGHTS ON**

**NORMAL LANDING**

1. Wing Flaps – **AS DESIRED**

(0" - 10" below 140 KIAS)

(10" - 20" below 120 KIAS)

(20" - FULL below 100 KIAS)

1. Airspeed on Final – **70-80 KIAS (Flaps UP)**
2. Airspeed on Final – **60-70 KIAS (Flaps DOWN)**
3. Touchdown – **MAINS WHEELS FIRST**
4. Landing Roll – **LOWER NOSE WHEEL GENTLY**
5. Braking – **MIN REQUIRED – STRAIGHT AHEAD**

**SHORT FIELD LANDING**

1. Airspeed - **70 - 80 KlAS (Flaps UP)**
2. Wing Flaps – **FULL DOWN (below 100 KIAS)**
3. Airspeed On Final **– 60 -70 (Flaps Down)**
4. Airspeed Short final – **60 KIAS UNTIL FLARE**
5. Throttle-- **IDLE ON TOUCHDOWN**
6. Touchdown – **MAINS FIRST – NOSE GENTLY**
7. Wing Flaps – **RETRACT FOR MAX BRAKE EFFECT**
8. Brakes – **AS REQUIRED**

**SOFT FIELD LANDING**

1. Wing Flaps – **FULL DOWN (below 85 KIAS)**
2. Airspeed Short Final – **65 KIAS (Flaps Down)**
3. Throttle – **AS NEEDED FOR SOFT TOUCHDOWN**
4. Touchdown – **MAINS FIRST–STRAIGHT AHEAD**
5. Landing Roll–**HOLD NOSE OFF RUNWAY AS LONG AS POSSIBLE**
6. Braking – **MINIMUM**

**BALKED LANDING**

**Verbalize & Perform – 6Cs**

1. Throttle – **FULL FORWARD (OPEN)**
2. Wing Flaps – **RETRACT TO 20O**
3. Climb Speed – **55 KIAS MINIMUM**
4. Positive rate of climb
5. Wing Flaps – **RETRACT TO 10o (until obstacles are clear)**
6. Wing Flaps – **RETRACT FLAPS (after 70 KIAS)**
7. Cowl Flaps - **OPEN**
8. Radio – ADVISE **TOWER / CTAF OF GO-AROUND**

|  |
| --- |
| **AFTER LANDING CHECKLIST** |
| 1. Radios – **SET TO GROUND** 2. Transponder – **SQUAWK CODE to 1200 & ON “ALT”** 3. Wing Flaps – **UP** 4. Mixture – **LEAN (1 TO 1/2 INCHES**) 5. Lights – **AS REQUIRED** 6. Cowl Flaps - **OPEN** 7. Taxi Clearance – **REQUEST (ADVISE UNICOM)** |

**SHUTDOWN**

1. Tack Time – **WRITE DOWN**
2. Throttle – **IDLE (Pull Full Out)**
3. Electrical Equipment - **OFF**
4. Avionics Master Switch (Bus 1 & 2) – **OFF**
5. Lights – **ALL OFF EXCEPT ROTATING BEACON**
6. Magnetos – **GROUNDING CHECK**
7. Mixture – **IDLE CUT-OFF**
8. Master – **OFF**
9. Mags – **OFF (KEY ON DASH)**
10. STBY BATT SWITCH **– OFF**

**SECURING AIRCRAFT**

1. Position – **PLACE AIRPLANE IN CORRECT SPOT**
2. Control Lock – **INSTALL**
3. FUEL SELECTOR Valve - **LEFT or RIGHT** (To prevent cross feeding between tanks)
4. Seat Belts – **LEAVE UNBUCKELED**
5. Hobbs & Tach Times -- **RECORD**
6. Windows and Doors – **CLOSED & LOCKED**
7. Aircraft Exterior – **CHAINS, CHOCKS, AND LOCKS**
8. **CLOSE FLIGHT PLAN!!!!!**

**PINNACLE AVIATION C-182T G1000 EMERGENCY CHECKLIST**

**BEFORE TAKEOFF EMERGENCY BRIEFING**

**Engine Failure during Takeoff Roll:**

1. **\*Throttle – IDLE**
2. **\*Brakes – APPLY**
3. Wing flaps – **RETRACT**
4. **Taxi off the runway**

**IF FIRE EXISTS**

1. Mixture – **IDLE CUTOFF**
2. Magnetos – **OFF**
3. STBY BATT Switch **- OFF**
4. Master – **OFF**

**Engine Failure - Runway Remaining:**

1. **\*Airspeed – 75 KIAS (flaps UP)**

**– 70 KIAS (10 ° TO FULL FLAPS)**

1. Wing Flaps – **AS REQUIRED**
2. Brakes – **APPLY**
3. **Taxi off the runway**

**Insufficient Runway Remains to Stop**

1. Mixture – **IDLE CUT OFF (Pull Full Out)**
2. Fuel Shutoff Valve – **OFF**
3. Ignition Switch – **OFF**
4. Land – **STRAIGHT AHEAD**
5. Time permitting – **DECLARE EMERGENCY**
6. Master Switch - **OFF**

**Engine Failure - IMMEDIATELY AFTER TAKEOFF (NO Runway Remaining):**

NO TURNS GREATER THEN 30° OF CENTERLINE.

AVOIDE OBSTACLES. DO NOT ATTEMPT 180° TURN

1. **\*Airspeed – 75 KIAS (flaps UP)**

**– 70 KIAS (10 ° TO FULL FLAPS)**

1. Mixture Control - **IDLE CUTOFF (pull full out)**
2. FUEL SELECTOR Valve - **PUSH DOWN and ROTATE to OFF**
3. MAGNETOS Switch - **OFF**
4. Wing Flaps - **AS REQUIRED (FULL recommended)**
5. STBY BATT Switch - **OFF**
6. MASTER Switch (ALT and BAT) - **OFF**
7. Cabin Door - **UNLATCH**
8. Land - **STRAIGHT AHEAD**

**\* Memory Items**

**ENGINE FAILURE IN FLIGHT (Restart Procedures)**

**VERBALIZE & PERFORM GG-GASS**

1. **\*Airspeed – 75 KIAS**
2. **\*Fuel Selector Valve – BOTH**
3. **\*Aux Fuel Pump Switch -- ON**
4. **\*Mixture – RICH (if restart has not occurred)**
5. MAGNETOS Switch - **BOTH (or START if propeller is stopped)**
6. FUEL PUMP Switch - **OFF**

**\* Memory Items**

**EMERGENCY LANDING WITHOUT ENGINE POWER**

1. Pilot and Passenger Seat Backs - **MOST UPRIGHT POSITION**
2. Seats and Seat Belts - **SECURE**
3. Airspeed - **75 KlAS - Flaps UP**

**70 KlAS - Flaps 10" - FULL**

1. Mixture Control - **IDLE CUTOFF (pull full out)**
2. FUEL SELECTOR Valve - **PUSH DOWN and ROTATE to OFF**
3. MAGNETOS Switch - **OFF**
4. Wing Flaps - **AS REQUIRED (FULL recommended)**
5. STBY BATT Switch - **OFF**
6. MASTER Switch (ALT and BAT) - **OFF (when landing is assured)**
7. Doors - **UNLATCH PRIOR TO TOUCHDOWN**
8. Touchdown - **SLIGHTLY TAIL LOW**
9. Brakes - **APPLY HEAVILY**

**ENGINE FIRE DURING START ON GROUND**

1. **\*Ignition Switch Cranking** – **CONTINUE,** to get a start which would suck flames and accumulated fuel into the engine.
2. **If engine starts:**
   1. Power – **1800 RPM FOR A FEW MINUTES**
   2. Engine – **SHUTDOWN** and inspect for damage
3. **If engine does NOT start:** 
   1. **\*Throttle – FULL OPEN**
   2. **\*Mixture – IDLE CUTOFF**

**PRECAUTIONARY LANDING WITH ENGINE POWER**

1. Pilot and Passenger Seat Backs - **MOST UPRIGHT POSITION**
2. Seats and Seat Belts - **SECURE**
3. Airspeed - **75 KlAS**
4. Wing Flaps - **20°**
5. Selected Field - **FLY OVER, noting terrain and obstructions.**
6. Wing Flaps - **FULL (on final approach)**
7. Airspeed - **70 KlAS**
8. STBY BATT Switch - **OFF**
9. MASTER Switch (ALT and BAT) - **OFF (when landing assured)**
10. Doors - **UNLATCH PRIOR TO TOUCHDOWN**
11. Touchdown - **SLIGHTLY TAIL LOW**
12. Mixture Control - **IDLE CUTOFF (pull full out)**
13. MAGNETOS Switch - **OFF**
14. Brakes - **APPLY HEAVILY**

**DITCHING**

1. Radio – **TRANSMIT MAYDAY ON 121.5, giving location and intentions**
2. Transponder -- **SQUAWK 7700**
3. ELT – **ACTIVATE**
4. Heavy Objects – **SECURE OR JETTISON**
5. Passenger Seat Backs – **MOST UPRIGHT POSITION**
6. Seats, Seat Belts -- **SECURE**
7. Wing Flaps – **20 TO FULL DOWN**
8. Power – **ESTABLISH 300 FPM DESCENT AT 55 KIAS**

**Note: If no power is available, approach at 70 KIAS with flaps up, or at 65 KIAS with 10 degrees flaps.**

1. Approach –

High Winds, Heavy Seas – **INTO THE WIND;**

Light Winds, Heavy Swells – **PARALLEL TO SWELLS**

1. Cabin Doors -- **UNLATCH**
2. Touchdown – **LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT**
3. Face – **CUSHION** at touchdown with folded coat
4. ELT -- **ACTIVATE**
5. Airplane – **EVACUATE** through cabin doors.

If necessary open window and flood cabin to

Equalize pressure so doors can be opened.

1. Life Vests and Raft – **INFLATE OUTSIDE AIRCRAFT**

**ENGINE FAILURE IN FLIGHT (Restart Procedures)**

**VERBALIZE & PERFORM GG-GASS**

1. **\*Airspeed – 75 KIAS**
2. **\*Fuel Selector Valve – BOTH**
3. **\*Aux Fuel Pump Switch -- ON**
4. **\*Mixture – RICH (if restart has not occurred)**
5. MAGNETOS Switch - **BOTH (or START if propeller is stopped)**
6. FUEL PUMP Switch - **OFF**

**\* Memory Items**

**PINNACLE AVIATION C-182T G1000 EMERGENCY CHECKLIST**

**EMERGENCY LANDING WITHOUT ENGINE POWER**

1. Pilot and Passenger Seat Backs - **MOST UPRIGHT POSITION**
2. Seats and Seat Belts - **SECURE**
3. Airspeed - **75 KlAS - Flaps UP**

**70 KlAS - Flaps 10" - FULL**

1. Mixture Control - **IDLE CUTOFF (pull full out)**
2. FUEL SELECTOR Valve - **PUSH DOWN and ROTATE to OFF**
3. MAGNETOS Switch - **OFF**
4. Wing Flaps - **AS REQUIRED (FULL recommended)**
5. STBY BATT Switch - **OFF**
6. MASTER Switch (ALT and BAT) - **OFF (when landing is assured)**
7. Doors - **UNLATCH PRIOR TO TOUCHDOWN**
8. Touchdown - **SLIGHTLY TAIL LOW**
9. Brakes - **APPLY HEAVILY**

**ENGINE FIRE DURING START ON GROUND**

1. **\*Ignition Switch Cranking** – **CONTINUE,** to get a start which would suck flames and accumulated fuel into the engine.
2. **If engine starts:**
   1. Power – **1800 RPM FOR A FEW MINUTES**
   2. Engine – **SHUTDOWN** and inspect for damage
3. **If engine does NOT start:** 
   1. **\*Throttle – FULL OPEN**
   2. **\*Mixture – IDLE CUTOFF**
   3. **\*Cranking -- CONTINUE**
   4. **\*** **FUEL SELECTOR Valve - PUSH DOWN and ROTATE to OFF**
   5. **\*Aux Fuel Pump Switch – OFF**
   6. **\*Ignition Switch – OFF**
   7. **\*STBY BATT Switch – OFF**
   8. **\*Master Switch - OFF**
   9. Fire Extinguisher – **OBTAIN**
   10. Parking Brake -- **RELEASE**
   11. Aircraft -- **EVACUATE**
   12. Fire – **EXTINGUISH using fire extinguisher**
   13. Fire Damage – **INSPECT, repair damage or replace damaged components or wiring before conducting another flight.**

**\* Memory Items**

**ENGINE FIRE IN FLIGHT**

1. **\*Mixture – IDLE CUT OFF**
2. **\*FUEL SELECTOR Valve - PUSH DOWN and ROTATE to OFF Aux Fuel Pump Switch -- OFF**
3. **\*Master Switch – OFF**
4. Cabin Heat & Air – **OFF** (except overhead vents**)**
5. Airspeed – **100 KIAS** (If fire not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
6. Forced Landing –**EXECUTE** (as described Emergency Landing without Engine Power)

**\* Memory Items**

**ELECTRICAL FIRE IN FLIGHT**

1. **\*STBY BATT Switch - OFF**
2. **\*Master Switch – OFF**
3. **\*Vents/ Cabin Air/ Heat – CLOSED**
4. **\*Fire Extinguisher – ACTIVATE (if available)**
5. Avionics Power Switch -- **OFF**
6. All Other Switches (except Ignition Switch) – **OFF**

**\* Memory Items**

Warning: After discharging fire extinguisher and ascertaining that fire has been extinguished, ventilate the cabin.

1. Vents/ Cabin Air/ Heat – **OPEN when it is ascertained that fire is completely out**

Note: If fire has been extinguished and electrical power is necessary for continuance of flight to nearest suitable airport or landing area:

1. Master Switch -- **ON**
2. Circuit Breakers – **CHECK** for faulty circuit, do not reset
3. Radio Switches – **OFF**
4. Avionics Power Switch (Buss1) – **ON**
5. Avionics Power Switch (Buss 2) – **ON**

# CABIN FIRE

1. **\*STBY BATT Switch - OFF**
2. **\*Master Switch – OFF**
3. **\*Vents / Cabin Air / Heat – CLOSED (to avoid drafts)**
4. **\*Fire Extinguisher – ACTIVATE, (if available)**
5. Cabin – **VENTILATE** after fire is out
6. Vents/ Cabin Air/ Heat – **OPEN when it is ascertained that fire is completely extinguished.**
7. Aircraft – **LAND** as soon as possible to inspect for damage

**\* Memory Items**

###### WING FIRE

1. **\*Landing / Taxi Light Switches -- OFF**
2. **\*Navigation Light Switch – OFF**
3. **\*Strobe Light Switch – OFF**
4. **\*Pitot Heat Switch – OFF**
5. Aircraft -- **SIDESLIP** to keep flames **AWAY** from fuel tank and cabin.
6. Aircraft – **LAND** as soon as possible using flaps only as required for final approach and touchdown.

**\* Memory Items**

###### INADVERTENT ICING ENCOUNTER

1. **\*PlTOT HEAT Switch - ON**
2. **\*Turn back or change altitude** to obtain an outside air temperature that is less conducive to icing.
3. **\*Pull cabin heat control full out and rotate defroster control clockwise** to obtain maximum defroster airflow.
4. Increase engine speed to minimize ice build-up on propeller blades. If excessive vibration is noted, momentarily reduce engine speed to 2200 RPM with the propeller control, and then rapidly move the control forward.
5. Watch for signs of induction air filter icing. A loss of manifold pressure could be caused by ice blocking the air intake filter. Adjust the throttle as necessary to hold manifold pressure. Adjust mixture, as necessary, for any change in power settings.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With an ice accumulation of 0.25 inch or more on the wing leading edges, be prepared for significantly higher power requirements, higher approach and stall speeds, and a longer landing roll.
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
10. Perform a landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 80 to 90 KlAS depending upon the amount of the ice accumulation.
12. Perform a landing in level attitude.
13. Missed approaches should be avoided whenever possible because of severely reduced climb capability.

**\* Memory Items**

**PINNACLE AVIATION C-182T G1000 EMERGENCY CHECKLIST**

**STATIC SOURCE BLOCKAGE (Erroneous Instrument Reading Suspected)**

## \*ALT STATIC AIR Valve - PULL ON

## CABIN HT and CABIN AIR Knobs - PULL ON

## Vents - CLOSED

## Airspeed - Refer to Section 5, Figure 5-1 Airspeed Calibration, and Alternate Static Source correction chart.

## Altitude - Refer to Section 5, Figure 5-2, Altimeter Correction, Alternate Static Source correction chart.

## \* Memory Items

## EXCESSIVE FUEL VAPOR

## FUEL FLOW STABILIZATION PROCEDURES (If flow fluctuations of 1 GPH or more, or power surges occur.)

## FUEL PUMP Switch - ON

## Mixture Control - ADJUST (As necessary for smooth enginel operation)

## Fuel Selector Valve - SELECT OPPOSITE TANK (if vapor symptoms continue)

## FUEL PUMP Switch - OFF (after fuel flow has stabilized)

## LANDING WITH A FLAT TIRE

1. Approach – **NORMAL**
2. Wing Flaps – **30 degrees**
3. Touchdown – **GOOD TIRE FIRST**, hold airplane off flat tire for as long as possible with aileron control.

**Main Tire**

1. Directional Control – **MAINTAIN using brake on good wheel as required**

**Nose Tire**

1. When nose wheel touch down, maintain full up elevator as airplane slows to stop
2. Ground Assistance **– RRQUEST**

**ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS HIGH VOLTS ANNUNCIATOR COMES ON OR M BATT AMPS MORE THAN 40**

1. MASTER Switch (ALT Only) - **OFF**

2. Electrical Load - **REDUCE IMMEDIATELY** as follows:

a. AVIONICS Switch (BUS 1) - **OFF**

b. PITOT HEAT Switch - **OFF**

c. BEACON Light Switch - **OFF**

d. LAND Light Switch - **OFF** (use as required for landing) e. TAXI Light Switch - **OFF**

f. NAV Light Switch - **OFF**

g. STROBE Light Switch - **OFF**

h. CABIN PWR 12V Switch - **OFF**

i. COM1 and NAV1 - **TUNE TO ACTIVE FREQUENCY**

j. COM1 MIC and NAV1 - **SELECT** (COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF)

**LOW VOLTS ANNUNCIATOR COMES ON BELOW 1000 RPM**

1. Throttle Control - **1000 RPM**
2. LOW VOLTS Annunciator - **CHECK (verify annunciator is not shown) LOW VOLTS ANNUNCIATOR REMAINS ON AT 1000 RPM**
3. Authorized maintenance personnel must do electrical system inspection prior to next flight.

**LOW VOLTS ANNUNCIATOR COMES ON OR DOES NOT GO OFF AT HIGHER RPM**

1. MASTER Switch (ALT Only) - **OFF**

2. ALT FIELD Circuit Breaker - **CHECK IN**

3. MASTER Switch (ALT and BAT) - **ON**

4. LOW VOLTS Annunciator - **CHECK** (verify annunciator is not shown)

5. M BUS VOLTS - **CHECK 27.5 V (minimum)**

6. M BATT AMPS - **CHECK CHARGING** (+) IF LOW VOLTS ANNUNCIATOR REMAINS ON

7. MASTER Switch (ALT Only) - **OFF**

8. Electrical Load - REDUCE IMMEDIATELY as follows:

a. AVIONICS Switch (BUS 1) - **OFF**

b. PITOT HEAT Switch - **OFF**

c. BEACON Light Switch **- OFF**

d. LAND Light Switch - **OFF** (use as required for landing) e. TAXI Light Switch - **OFF**

f. NAV Light Switch - **OFF**

g. STROBE Light Switch - **OFF**

h. CABIN PWR 12V Switch - **OFF** (if installed)

i. COM1 and NAV1 - **TUNE TO ACTIVE FREQUENCY**

j. COM1 MIC and NAV1 - **SELECT** (COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF)

k. AVIONICS Switch (BUS 2) - **OFF** (KEEP ON if in clouds)

9. **Land as soon as practical.**

**AIR DATA SYSTEM FAILURE**

**RED X - PFD AIRSPEED INDICATOR**

1. ADC/AHRS Circuit Breakers - **CHECK IN** (ESS BUS and AVN BUS 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.

2. Standby Airspeed Indicator - **USE FOR AIRSPEED INFORMATION**

**RED X - PFD ALTITUDE INDICATOR**

1. ADC/AHRS Circuit Breakers - **CHECK IN** (ESS BUS and AVN BUS 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.

2. Standby Altimeter **- CHECK** current barometric pressure SET. USE FOR ALTITUDE INFORMATION.

**ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) FAILURE**

**RED X - PFD ATTITUDE INDICATOR**

1. ADC/AHRS Circuit Breakers - CHECK IN (ESS BUS and AVN BUS

1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset. 2. Standby Attitude Indicator - USE FOR ATTITUDE INFORMATION RED X - HORIZONTAL SITUATION INDICATOR (HSI) 1. ADC/AHRS Circuit Breakers - CHECK IN (ESS BUS and AVN BUS 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.

2. Non-Stabilized Magnetic Compass - USE FOR HEADING INFORMATION

**LOW VACUUM ANNUNCIATOR COMES ON**

1. VAC Indicator - **CHECK** (verify vacuum pointer in green band range)

CAUTION IF VACUUM POINTER IS OUT OF THE GREEN BAND DURING FLIGHT OR THE GYRO FLAG IS SHOWN ON THE STANDBY ATTITUDE INDICATOR, THE STANDBY ATTITUDE INDICATOR MUST NOT BE USED FOR ATTITUDE INFORMATION.