



Cessna-180 Floatplane (C-FCDQ) Checklist



EXTERNAL INSPECTION:

- Floats (pump dry)
- Water rudders (control wires)
- Bracing wires
- Paddle, mooring lines
- Control surfaces
- Fuel (tank caps secure)
- Sample fuel (3 drains)
- Oil level
- Alternator (belt & bolts)
- Landing light, Nav lights
- Vents, Cowl flaps
- Oil cooler
- Prop & Spinner
- Door hinges

PRE-START:

- Safety gear ABOARD
- Seats and baggage SECURE
- Cockpit CHECK
- Switches OFF
- Breakers CHECK
- Avionics Master OFF
- Water Rudders UP (Ramp/Beach) / DOWN (Dock)
- Fuel ON BOTH
- Cowl flaps OPEN
- Passengers BRIEF

START-UP:

- Mixture RICH
- Propeller FULL FINE
- Throttle CRACKED (minimum)
- Carburetor heat OFF
- Prime AS NEEDED (none when hot)
- Master ON (check gauges)
- Prop area CLEAR
- Mags BOTH / Engage starter
- Throttle 800-1000 RPM
- Oil pressure RISING
- Strokes / beacon ON
- Heading / Altimeter SET

TAXI:

- Throttle ≤ 1000 RPM
- Avionics master ON
- Radios SET (Call as needed)
- Flaps CHECK (10° - 20° - 30° - $40^\circ \rightarrow 0^\circ$)
- Trim FULL TRAVEL & SET
- Controls FULL & CORRECT MOV'T

RUN-UP:

- CHT / Oil Temp / Pressure GREEN
- Look-out CLEAR AHEAD
- Control Column BACK
- Throttle \uparrow 1700 RPM
- Mags L/R (150 / 75 / Not rough)
- Prop (Cycle 3x, COLD)
- Mixture CHECK
- Suction CHECK
- Carb heat ON (See drop)
- Throttle \downarrow FULL IDLE (Not rough)
- Throttle \uparrow 900 RPM
- Carb heat OFF

PRE TAKE-OFF CHECK:

- Harnesses & Doors SECURE
- Cockpit, Loose Articles SECURE
- Instr CHECK (L \rightarrow R/Top \rightarrow Bottom)
- Primer LOCKED
- Master ON
- Mags BOTH
- Carb heat OFF
- Area CLEAR
- Mixture RICH (lean for altitude)
- Prop FULL FINE
- Trim SET (for take-off)
- Fuel ON BOTH
- Flaps 20° (Clear area)
- Radio CALL (local traffic)

→ "Below-the-line" checks: **CAMPFRS**

- Water Rudders UP
- Stick FULL BACK



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TAKE OFF:

→ “Below-the-line” checks: **CAMPFRS**

- Stick FULL BACK
- Throttle ↑ 1300 RPM
(check directional control)
- Water Rudders UP
- Throttle ↑ Full power (slow/smooth)
- Transition to step (stick forward)
- Seek least drag attitude (Hold)
- Keep straight → Fly off water
- Level off (Lower nose, Accelerate in ground effect to V_x → V_y)
- Climb out via safest flight path
→ Power 24^2 (24” / 2400 RPM)
→ Flaps to zero (at safe altitude)

CRUISE:

- Set Cruise (at altitude)
→ Power 23^2 (23” / 2300 RPM)
- Instr CHECK (L→R/Top→Bottom)
- Cowl flaps ADJUST (monitor CHT)

PRE LANDING (Downwind) CHECK:

- Area reconnaissance (think ahead)
- Downwind: ↓A/S (Power 20”)
- Trim (no descent in downwind)
- Harnesses & Doors SECURE
- Cockpit, Loose Articles SECURE
- Instr CHECK (L→R/Top→Bottom)
- Primer LOCKED
- Master ON
- Mags BOTH
- Carb heat AS NEEDED
- Prop TO COME
- Mixture RICH (lean for altitude)
- Fuel ON BOTH
- Water rudders CHECK UP
- Radio CALL (local traffic)

LANDING: (except glassy water)**

- Cowl flaps CLOSE (adjust mixture)
- Downwind: 10° flaps (A/S <110mph)
- Base: 20° flaps (ASI in white arc)
- Approach @ 75-85mph (trim)
- Final (before ground effect)
→ Reduce power (control descent)
→ Flaps (Increase if needed)
→ Mixture RICH
→ Prop FULL FINE (Power <15”)
→ Carb heat OFF (for go-around)
- After entering ground effect **
→ Bank to stop x-wind drift or turn
→ Rudder to keep nose straight
→ Flare to landing attitude
- Adjust power to touchdown

****Do these before entering ground effect for glassy water.**

AFTER-LANDING / SLOW TAXI:

- Water rudders DOWN (off step)
- Adjust power to taxi (≤ 1000 RPM)
- Cowl flaps OPEN
- Flaps UP
- Radio CALL (local traffic)
- Avionics master OFF
- Stow seat belt and headphones
- Unlock / Open (both) doors
- Throttle REDUCE (to slow)
- Carb heat ON / 1 mag (for slower)

SHUTDOWN:

- Throttle CLOSED
- Switch mags off (Temporary stop)
- Kill engine with mixture (Full stop)
- All Switches / Mags / Master OFF
- Water rudders UP (Ramp/Beach)
- Secure aircraft