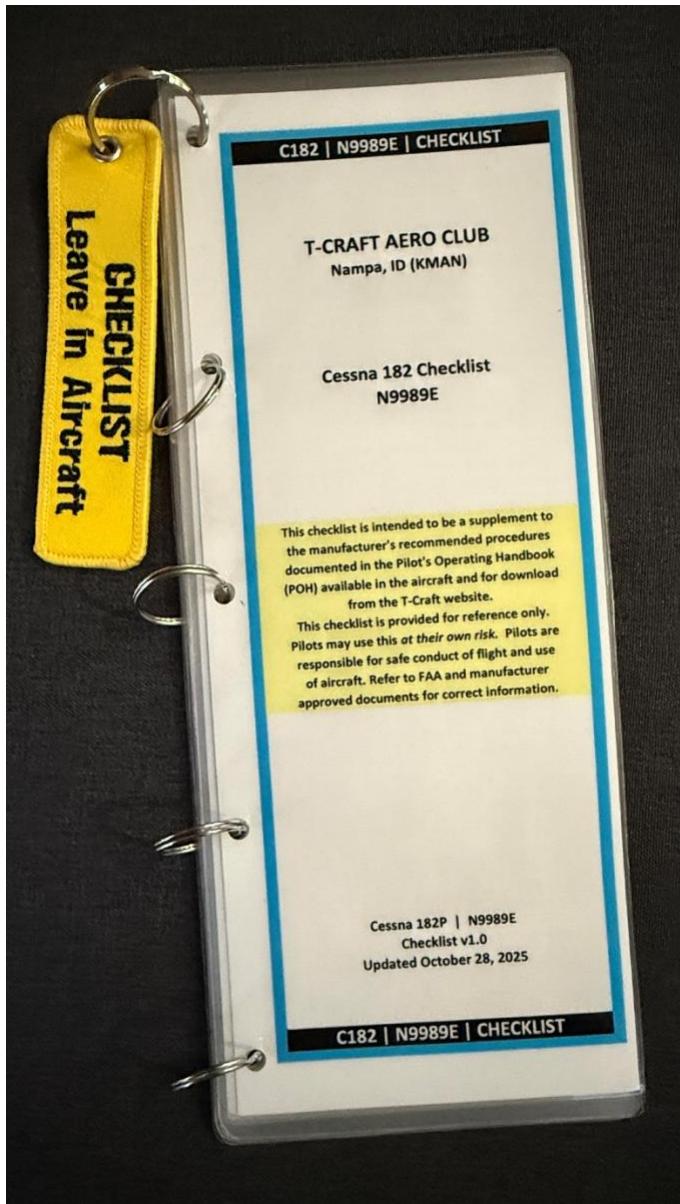


T-Craft Enhanced Checklist Project
November 2025
James Patterson



T-Craft pilots have been well-served for many years by abbreviated, club-provided checklists in each aircraft and by download from the club website. These checklists are convenient references for our membership and meet the needs for most flight circumstances.

But recently, T-Craft suffered a number of incidents that thankfully did not result in injuries but incurred aircraft damage. They could have been much worse without some good piloting and a bit of luck. The T-Craft Safety Committee was formed after an internal review of these incidents. Subsequently, the board decided to develop a more comprehensive checklist.

In December, we introduced this new, longer-format checklist for the Cessna 182 (*checklists are in development for the other aircraft*). These checklists are not a mandatory replacement for the existing abbreviated checklists. Pilots may use either the abbreviated or the new longer format. Safe decisions and proper verification remain the PIC's responsibility.

What's different

- Purpose: The longer-format checklist supports careful verification of items rather than a quicker, condensed flow. It is ideal for training, unfamiliar pilots, or situations where extra reminders and details are valuable.

- Complementary: The abbreviated checklists remain official and fully acceptable for normal operations. The two formats are complementary—choose the format that best fits your familiarity, flight conditions, and workload.
- Philosophy: These checklists, by design, have more information and include some redundant checks such as verifying the trim is set for takeoff during runup, and again just prior to takeoff. An abbreviated checklist considers that inefficient, but this checklist presents an orderly flow that considers the distractions that can occur during a flight.
- Format: These laminated checklists have a tall format and are ring-bound to **encourage leaving them in the aircraft**.

The new checklist is organized in three sections:

1. **BLUE BORDER:** General Information

- Club contact data for incidents, maintenance requests, and after-hours reporting.
- Aircraft identification and basic operational references.

REFERENCE INFORMATION		
Cessna 182P N9989E v1.0 (10/28/25)		
REFERENCE V-SPEEDS		
Maneuvering Speeds		
2,950 lbs	V_A	126 MPH
2,450 lbs	V_A	116 MPH
1,950 lbs		105 MPH
Climb Speeds		
Best Rate (Sea Level)	V_Y	89 MPH
Best Rate (10,000 ft)		85 MPH
Best Angle (Sea Level)	V_X	60 MPH
Best Angle (10,000 ft)		64 MPH

2. **GREEN BORDER:** Normal Procedures

- Arranged according to the sequence of events of a normal flight, from checkout, preflight, engine start, runup, takeoff, climb, cruise, descent, check in.
- Additional checklist routines, such as short and soft-field operations and other special considerations, are inserted into these phases.

- A pre-takeoff briefing is included as both an example and as a reminder to *conduct* a takeoff briefing, and consider the variables before advancing the throttle. Your preferred takeoff briefing may differ.
- Post-flight: secure aircraft, checklist items for shutdown, tie-down, fuel reporting, and writeups to the maintenance log or online system.

NORMAL PROCEDURES	
Cessna 182P N9989E v1.0 (10/28/25)	
CRUISE & DESCENT PROCEDURES	
Cruise Checklist	
Power	SET FOR 75% OR LESS <i>See POH for appropriate power settings</i>
Elevator / Rudder Trim	ADJUST
Mixture	LEAN <i>LEAN to peak EGT, then ENRICH 50°F rich of Peak. Use G3X Lean Assist function</i>
Operating Lean of Peak is Not Approved	

3. RED BORDER: Emergency Procedures

- Concise but complete emergency flows placed together for quick reference such as engine failure, forced landing, electrical/fire smoke procedures, and emergency descent. These come from each aircraft POH and include T-Craft additions.
- Each emergency item lists immediate actions (memory items), followed by the verification steps to complete as time and situation permit.

EMERGENCY PROCEDURES	
Cessna 182P N9989E v1.0 (10/28/25)	
FIRES	
Fire During Start While on the Ground	
Cranking	CONTINUE <i>...to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine.</i>
IF engine starts	
Power	1700 RPM (FOR A FEW MINUTES)
Engine	SHUTDOWN / INSPECT

What about the other aircraft?

The checklists for the Cessna 172s and Cessna 152 are being developed. Although these have some shared features between the 182s (and each other), each checklist has to be developed, reviewed, edited, and approved as a unique document. These should be available to the general membership in January 2026.

These checklists don't extensively cover special evaluations for IFR or backcountry operations. There is some discussion about adding "pages" in the future to include additional details.

Key guidance for pilots

Any checklist is a reference that reinforces your training and knowledge. Use the checklist format that best matches your operational needs: abbreviated for high-workload, familiar ops; long format for training, verification, or whenever extra detail is helpful.

Never treat checklists as a substitute for sound airmanship. Always confirm the aircraft's airworthiness and resolve key maintenance items before flying. And report any discrepancies, writeups, or maintenance issues promptly using the club's reporting procedures.

The new longer-format checklist will be posted alongside the existing abbreviated checklist in the aircraft and in the club's digital resources. Members are encouraged to review the new checklist during ground briefings and to use it in training flights with instructors to become familiar with its structure.

Please leave these checklists in their assigned aircraft. They cost a lot of money and time to produce. There is a backup copy of each checklist in the T-Craft office, or you can download and print your own copies from the club website.

I don't expect that the first iteration of these checklists is *final*... despite great effort by many contributors to edit and revise these, you may find errors or opportunities for improvement. Please provide any feedback to James Patterson at idahopilot@gmail.com.

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