



Visually check airplane for general condition during walkaround. Airplane should be parked in a normal ground attitude to make sure that fuel drain valves allow for accurate sampling. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Make sure that control surfaces contain no internal accumulations of ice or debris. If night flight is planned, check operation of all lights, and make sure a flashlight is available.

Cabin

G300 guide	As desired
Paperwork	Onboard
Special airworthiness certificate, registration	
Pilot's checklist	Accessible
Official Cessna checklist required for flight	
Parking brake	As desired
Control lock	Remove
Flaps	Retracted

Fuel quantity L&R	Check
Above Min. TO level, using ground scale	
Magnetos	Off, key removed
Master switch (alt & bat)	On
AVN master switch	On
Avionics cooling fan	Feel air flow
PFD	Check
On & software current. Adjust panel rheostat if fully dimmed.	
MFD	Check
Flight instruments	Check
No red X's after self-test	
Low volt annunciator	Check on
Only shown if under 12.5 volts. Verify on ENG page	
Elevator trim	Slightly nose-down
Weight & balance	Check
Enter into G300	
Landing, strobe, nav lights	Check
AVN master switch	Off
Master switch (alt & bat)	Off
Fire extinguisher	Check
(In green arc)	

Left Wing

Cabin door	Check security
Main tire	Tread & inflation
Brake line	Check
Air vent	Check obstructions

Fuel vent opening Check obstructions

Wing tie-down Check security

Aileron Check

Check for proper aileron movement by pushing the aileron up from neutral and return the aileron back to neutral. **Pushing down on the aileron may create an over-centered condition.**
Do not push the aileron back up: use the control stick to recenter.

Flap Deflect and check
use flat hand on spar

Com antenna & OAT probe Check

Empennage

Elevator Check

Rudder Check
Use flat hands over spar if manipulating

Trim tab Check position
Examine Gurney strip

Tail skid and tie-down Inspect

ELT antenna Check

Right Wing

Flap Deflect and check
Use flat hand on spar

Aileron Check
Up & neutral only, as on left wing

Wing tie-down Check security

Stall horn Check

Main tire Check tread & inflation

Brake line Check

Cabin door Security and condition

Air vent Check obstructions

Nose

Engine cooling inlets Check

Prop and spinner Check for nicks and security

Air filter Check blockage

Nosewheel strut & tire Check tread & inflation

Engine exhaust outlet Check

Oil dipstick & cap Check oil level

(3.5qt min, 5qt max, typically 4qt)

To remove dipstick, lift yellow cap lever, pull dipstick until resistance is felt, then turn 90° to remove. To reinstall, reverse procedure, confirm lever is horizontal, latched, and facing aft. Secure oil door lock.

Static port Check opening is clear

Fuel

Fuel sump valves Drain and check
Two per wing

Cowl drain valves Drain and check both

Fuel quantity Check visually

Fuel caps Secure and vent clear

Pitot tube Remove cover & inspect
Wait until immediately prior to engine start