

**Cessna 172
Skyhawk**

Checklist

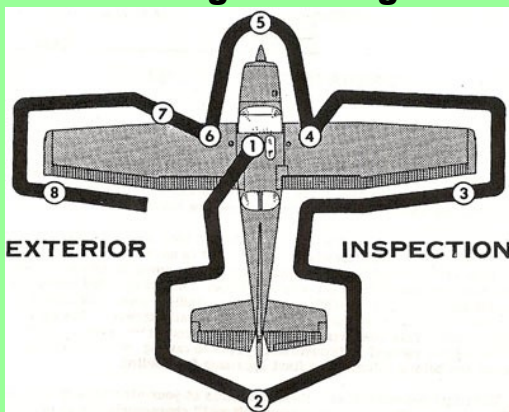
LN-DAG

SFK April 2020



GROUND Eksterior Checklist

- | | | |
|--|---|---------|
| 1. Fuel (wings & filter) | - | Drained |
| 2. Documents | - | Checked |
| 3. Fire extinguisher, first aid sur. kit | - | Checked |
| 4. Magnetos | - | Off |
| 5. Master switch | - | On |
| 6. Flaps | - | Down |
| 7. Fuel quantity | - | Checked |
| 8. Master switch | - | Off |
| 9. Gust lock | - | Removed |
| 10. Doors & windows | - | Checked |
| 11. Baggage door | - | Locked |
| 12. Tail surface | - | Checked |
| 13. Tail section | - | Checked |
| 14. Antennas | - | Checked |
| 15. R.H flap | - | Checked |
| 16. R.H aileron | - | Checked |
| 17. Nav & strobe lights | - | Checked |
| 18. R.H wing surface | - | Checked |
| 19. R.H main wheel & brakes | - | Checked |
| 20. Fuel quantity R.H wing | - | Checked |
| 21. Fuel cap R.H wing | - | Secured |
| 22. Oil quantity (6 - 8 / 5 - 7 quarts) | - | Checked |
| 23. Landing & taxi lights | - | Checked |



Sjekk for type



GROUND Eksterior Checklist

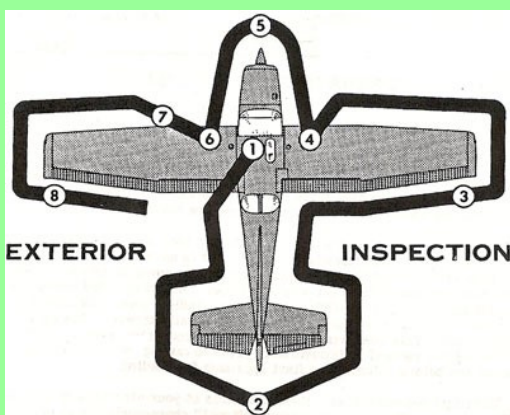
- 24. Airfilter - Checked
- 25. Fanbelt & generator - Checked
- 26. Propeller & spinner - Checked
- 27. Nosewheel strut & tire link - Checked
- 28. Engine cowling - Secured
- 29. Static port - Checked
- 30. Fuel quantity L.H wing - Checked
- 31. Fuel cap L.H wing - Secured
- 32. Pitot tube - Checked
- 33. Stall warning - Checked
- 34. L.H fuel vent - Checked
- 35. Left wing surface - Checked
- 36. Nav & strobe lights - Checked
- 37. L.H aileron - Checked
- 38. L.H flap - Checked
- 39. L.H main wheel & brakes - Checked

LIGHTS:

- 40. Landing & taxi lights - Checked
- 41. Nav & strobe lights - Checked

PASSENGER BRIEFING:

- 42. Evacuation, life jackets - Completed
- 43. Weight & balance - Checked



Checklist Completed



GROUND START

Before / Starting engine

- | | | |
|------------------------------------|---|-----------------|
| 1. Preflight inspection | - | Completed |
| 2. Seats & belts | - | Locked & on |
| 3. Parking brake | - | Set |
| 4. Flight controls | - | Free / correct |
| 5. Trim | - | Checked & set |
| 6. Fuel selector | - | Checked / both |
| 7. Circuit breakers | - | Checked in |
| 8. Avionics | - | Off |
| 9. Primer (hot - cold) | - | 2 - 6, locked |
| 10. Mixture | - | Rich |
| 11. Throttle | - | 1/2 cm open |
| 12. Carburetor heat | - | Cold |
| 13. Doors & windows | - | Closed / locked |
| 14. Propeller area | - | Clear |
| 15. Master switch BATT only | - | On |
| 16. Beacon | - | On |
| 17. Ignition | - | Start |
| 18. Throttle | - | 1000 RPM |
| 19. Oil pressure | - | Checked (30-60) |
| 20. Master switch ALT | - | ON |
| 21. Flaps | - | Checked & up |
| 22. Radios (ATIS - GND - TWR) | - | On |
| 23. Navigation lights | - | On if necessary |
| 24. Altimeters (QNH) | - | Set |
| 25. Gyros | - | Set |

Checklist Completed

S.4



GROUND TAXI / RUN UP

TAXI

- | | | |
|-----------------------|---|------------------|
| 1. Taxilight | - | On, if necessary |
| 2. Brakes | - | Checked |
| 3. Flight instruments | - | Checked |

Checklist Completed



Engine Run Up

- | | | |
|----------------------------------|---|---------------|
| 1. Nose into wind | - | Checked |
| 2. Brakes | - | Checked & set |
| 3. Area free | - | Checked |
| 4. Throttle | - | 1700 RPM |
| 5. Oil pressure/temperature | - | Checked |
| 6. Suction (4,6 - 5,4 green) | - | Checked |
| 7. Ampermeter | - | Checked |
| 8. Magnetos max 125 drop +/- 50- | - | Checked |
| 9. Carburetor heat (RPM drop) | - | Checked |
| 10. Throttle idle | - | 650 - 850 RPM |
| 11. Throttle | - | 1000 RPM |

Checklist Completed

S.5



GROUND TAKE-OFF

Before Take-Off

- | | | |
|---------------------------------|---|----------|
| 1. Magnetos | - | On both |
| 2. Master | - | On both |
| 3. Carburetor heat | - | Off |
| 4. Mixture | - | Rich |
| 5. Fuel selector | - | On Both |
| 6. Flaps | - | 0 - 10° |
| 7. Instruments | - | Checked |
| 8. Gyros (comp. Set to RWY HDG) | - | Set |
| 9. Transponder | - | On |
| 10. Departure briefing | - | Reviewed |

- Engine failure during take-off
- Outbound routing

- | | | |
|---------------------------------|---|---------|
| 11. On Line-up: Compass heading | - | Checked |
| 12. Take-off time | - | Logged |

Checklist Completed

CLIMB

AIRBORNE

- | | | |
|-----------------------|---|-------------------------------------|
| 1. Flaps | - | Up (300-500)' |
| 2. Mixture | - | Lean as req. |
| 3. Engine instruments | - | Checked |
| 4. Altimeters | - | Set |
| V _x | = | 64 KIAS (Best rate of climb speed) |
| V _y | = | 78 KIAS (Best angle of climb speed) |

Checklist Completed

S.6



AIRBORNE CRUISE

CRUISE

- | | | |
|--------------------------|---|--------------|
| 1. Power | - | Set |
| 2. Mixture | - | Lean as req. |
| 3. Engine instruments | - | Checked |
| 4. Fuel quantity/balance | - | Checked |
| 5. Heading | - | Set |

Checklist Completed

AIRWORK / STALL CHECK

- | | | |
|------------------------|---|----------------|
| 1. Loose articles | - | Secured |
| 2. Altitude | - | Min. 3000' AGL |
| 3. Forced landing area | - | Located |
| 4. Seat belts | - | On |
| 5. Fuel selector | - | On both |
| 6. Mixture | - | Rich |
| 7. Instruments | - | Checked |
| 8. Weight & balance | - | Within limits |
| 9. Other traffic | - | Checked |
| 10. Carburetor heat | - | As req. |
| 11. Clearance | - | Received |

Checklist Completed



AIRBORNE PRE-LANDING

APPROACH

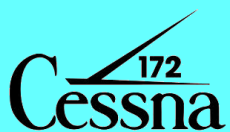
- | | | |
|---------------------|---|----------|
| 1. Atis | - | Received |
| 2. Altimeters (QNH) | - | Set |
| 3. Heading | - | Set |
| 4. Landing lights | - | On |

Checklist Completed

PRE-LANDING

- | | | |
|-----------------------|---|-----------------------------|
| 1. Engine instruments | - | Checked |
| 2. Mixture | - | Rich |
| 3. Fuel selector | - | On both |
| 4. Landing lights | - | On |
| 5. Seats / belts | - | Adjust/lock |
| 6. Flaps | - | Set |
| 7. Carburetor heat | - | On, before closing throttle |

Checklist Completed



AIRBORNE PRE-LANDING

DOWNWIND CHECK

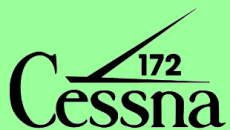
- | | | |
|---------------------------------|---|---------|
| 1. Primer | - | Locked |
| 2. Magnetos | - | On both |
| 3. Master switch | - | On both |
| 4. Landing lights | - | As req. |
| 5. Carburetor heat (< 2000 RPM) | - | On |
| 6. Mixture | - | Rich |
| 7. Fuel selector | - | On both |
| 8. Brake pressure | - | Checked |
| 9. Harness | - | Checked |
| 10. Doors | - | Locked |

Checklist Completed

GO AROUND

- | | | |
|--------------------|---|--------------|
| 1. Throttle | - | Full power |
| 2. Carburetor heat | - | Off |
| 3. Mixture | - | Rich |
| 4. Flaps | - | Carefully up |
| 5. Trim | - | Set |

Checklist Completed



GROUND SHUT DOWN

AFTER LANDING

- | | | |
|--------------------|---|---------|
| 1. Carburetor heat | - | Off |
| 2. Flaps | - | Up |
| 3. Lights | - | As req. |
| 4. Radios | - | As req. |
| 5. Landing time | - | Logged |

Checklist Completed

SHUT DOWN

- | | | |
|------------------------|---|-----------|
| 1. Throttle | - | 1000 RPM |
| 2. Radios | - | Off |
| 3. Transponder | - | Off |
| 4. Lights (nav - taxi) | - | Off |
| 5. Throttle | - | 1000 RPM |
| 6. Mixture | - | Full lean |
| 7. Beacon light | - | Off |
| 8. Magnetos | - | Off |
| 9. Master switch | - | Off |
| 10. All Switches | - | Off |
| 11. Gust lock | - | Installed |
| 12. Documents | - | Filled |

Checklist Completed

EMERGENCY IN FLIGHT

- **Nose down**
 - Trim best glide 70 kts
- **Select field**
 - Set Course
- **ELT**
 - On
- **Identify**
 - Primer
 - Magnetos
 - Master switch
 - Carburetor heat
 - Mixture
 - Fuel selector
- **Radio**
 - Mayday call
- **Transponder**
 - 7700



EMERGENCY ON GROUND

FIRE DURING START UP

- | | | |
|-------------|---|-------------------|
| 1. Starter | - | Continue cranking |
| 2. Mixture | - | Idle cut off |
| 3. Throttle | - | Full open |

If fire continues:

- | | | |
|----------------------|---|--------------|
| 4. Fuel selector | - | Off |
| 5. Magnetos | - | Off |
| 6. Master switch | - | Off |
| 7. Aircraft | - | Evacuate |
| 8. Fire extinguisher | - | As necessary |

Checklist Completed

ENGINE FAILURE ON RWY

- | | | |
|-------------|---|---------------|
| 1. Throttle | - | Idle |
| 2. Brakes | - | Apply to stop |

If insufficient runway:

- | | | |
|------------------|---|--------------|
| 3. Mixture | - | Idle cut off |
| 4. Fuel selector | - | Off |
| 5. Master switch | - | Off |
| 6. Magnetos | - | Off |

Checklist Completed



EMERGENCY TAKE-OFF

ENGINE FAILURE AFTER TAKE-OFF

- | | | |
|----------------------|---|----------------|
| 1. Speed (nose down) | - | 70 kts |
| 2. Throttle | - | Idle |
| 3. Flaps | - | As req |
| 4. Land | - | Straight ahead |

If insufficient runway:

- | | | |
|------------------|---|--------------|
| 5. Mixture | - | Idle cut off |
| 6. Fuel selector | - | Off |
| 7. Master switch | - | Off |
| 8. Magnetos | - | Off |

**Make shallow turns to avoid obstacles.
Min. altitude for 180° turns 700' AGL.**

Checklist Completed

EMERGENCY IN FLIGHT

ENGINE FAILURE IN FLIGHT

- | | | |
|---------------------|---|-------------|
| 1. Fly the aircraft | - | 70 kts |
| 2. ELT | - | On |
| 3. Landing area | - | Select |
| 4. Primer | - | Locked |
| 5. Magnetos | - | Checked |
| 6. Carburetor heat | - | On |
| 7. Throttle | - | Idle |
| 8. Mixture | - | Rich |
| 9. Fuel selector | - | On both |
| 10. Mayday call | - | Completed |
| 11. Passenger | - | Briefed |
| 12. Seats & belts | - | Locked & on |
| 13. Transponder | - | 7700 |

Prop rotating

If time and altitude permits:

- | | | |
|----------------------------------|---|----------------|
| 14. Mixture | - | Idle cut off |
| 15. Throttle | - | Full 3 - 5 sec |
| 16. Mixture (when engine starts) | - | Rich |

Prop not rotating

- | | | |
|----------------------------------|---|--------------|
| 17. Mixture | - | Idle cut off |
| 18. Throttle | - | 1 cm open |
| 19. Ignition | - | Start |
| 20. Mixture (when engine starts) | - | Rich |

Continue with emergency landing checklist:



EMERGENCY IN FLIGHT

When unable to restart:

EMERGENCY LANDING

- | | | |
|---------------------------------|---|--------------|
| 1. Mixture | - | Idle cut off |
| 2. Fuel selector | - | Off |
| 3. Magnetos | - | Off |
| 4. Master (when flaps selected) | - | Off |
| 5. Doors | - | Open |

Checklist Completed

ENGINE FIRE IN FLIGHT

- | | | |
|----------------------|---|--------------|
| 1. Fuel selector | - | Off |
| 2. Mixture | - | Idle cut off |
| 3. Throttle | - | Full open |
| 4. Cabin heat & vent | - | Closed |

Continue with emergency landing checklist:

Checklist Completed



EMERGENCY ON GROUND

EMERGENCY EXIT ON GROUND

1. **Personal equipment** - **Disconnect**
2. **Doors** - **Open**
3. **Aircraft (if possible pax. first)** - **Abandon**

Checklist Completed

LOSS OF OIL PRESSURE

1. **Power** - **Reduce**
2. **Oil pressure** - **Checked**

If unable to bring back oil pressure within limits:

LAND A.S.A.P

Checklist Completed



EMERGENCY ELECTRICAL

ELECTRICAL FIRE

- | | | |
|------------------------|---|------------|
| 1. Master switch | - | Off |
| 2. Electrical switches | - | All off |
| 3. Fire | - | Extinguish |
| 4. Master switch | - | On |
| 5. Radio | - | On |

Checklist Completed

IF VOLTAGE DROP

- | | | |
|---------------------------|---|-------------------|
| 1. Electrical load | - | Reduce |
| 2. Alt output / alt field | - | Reset after 3 min |

If circuit breakers are not tripped:

- | | | |
|---------------|---|------------|
| 3. alternator | - | Off 30 sec |
| 4. Alternator | - | On, check |

If no charge:

- | | | |
|--------------------|---|-----|
| 5. Alternator | - | Off |
| 6. Electrical load | - | Min |

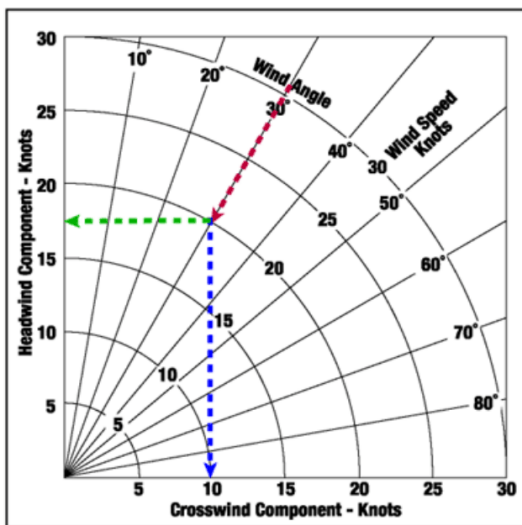
LAND A.S.A.P

Checklist Completed

PERFORMANCE X-WIND

NOTE:

Maximum demonstrated crosswind velocity is 15 knots



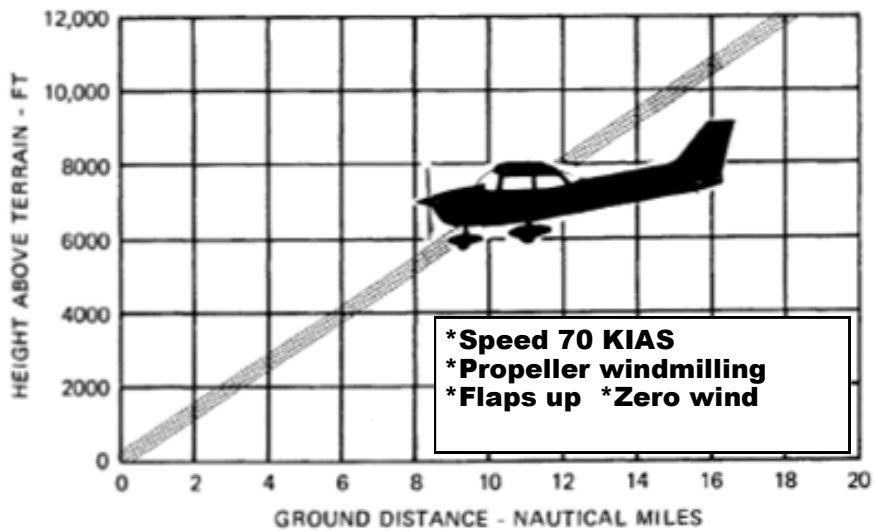
Wind 20 kts, 30 degrees off CL gives headwind component 17 kts and x-wind component 10 kts.

Hastighet / distanse

GS			
30	kts	=	0,5 NM / min
60	kts	=	1,0 NM / min
90	kts	=	1,5 NM / min
120	kts	=	2,0 NM / min
150	kts	=	2,5 NM / min
180	kts	=	3,0 NM / min
210	kts	=	3,5 NM / min

PERFORMANCE GLIDE / CLIMB

Best glide speed



Rate of climb

Weight LBS	Press ALT FT	Climb speed KIAS	RATE OF CLIMB - FPM			
			-20°C	0°C	20°C	40°C
2300	S.L	78	755	695	630	565
	2000	76	655	595	535	470
	4000	74	555	500	440	380
	6000	72	460	405	350	290
	8000	70	365	310	255	200
	10.000	68	270	215	165	...
	12.000	66	175	125



PERFORMANCE YOUR AIRPLANE

FLY TYPE = C172M
FLY REG = LN-DAG





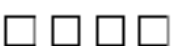
SPEED

- 1. **V_A = 97 KIAS** **Maneuvering speed**
- 2. **V_{FE} = 85 KIAS** **Flap extended speed**
- 3. **V_{NO} = 128 KIAS** **Maximum structural cruising speed**
- 4. **V_{NE} = 160 KIAS** **Never exceed speed**
- 5. **V_S = 47 KIAS** **Stall speed**
- 6. **V_{SO} = 41 KIAS** **Stall speed / min. steady flight speed in landing configuration**
- 7. **V_X = 64 KIAS** **Best angle of climb speed**
- 8. **V_Y = 78 KIAS** **Best rate of climb speed**

X-WIND

Max demonstrated X-wind = 15 kts

SIGNALS FOR AERODROME TRAFFIC

Light Signal	Meaning to Aircraft in Flight	Meaning to Aircraft on Aerodrome
STEADY GREEN 	Authorized to land if pilot satisfied no collision risk exists	Authorised to take-off if pilot satisfied no collision risk exists
STEADY RED 	Give way to other aircraft and continue circling	Stop
GREEN FLASHES 	Return, wait for permission to land	Authorised to taxi IF pilot satisfied no collision risk exists
RED FLASHES 	<ul style="list-style-type: none"> - Do not land, - Aerodrome not available for landing 	Taxi clear of landing area in use
WHITE FLASHES 	Land at this aerodrome, after receiving continuous green light	Return to starting point on aerodrome

Red rocket = Do not land!

Prosedyrer for avskjæring

Dersom du blir avskjært av luftfartøy fra Forsvaret, sørg først og fremst å fly på en forutsigbar måte. Dersom forholdene tillater det oppretthold høyde, kurs og hastighet, inntil du mottar instruksjoner fra luftfartøyet som avskjærer deg. Som fartøysjef er du forpliktet til å følge instruksene umiddelbart.

- ⇒ Følg instruksene som gis via visuelle hjelpemidler, visuelle signaler eller radio.
- ⇒ Forsøk å oppnå kontakt med flyet som avskjærer deg eller lufttrafikkjentesten ved å gjøre et opprop på nødfrekvensen (121,5 MHz). Oppgi registrering, posisjon og formålet med flyingen.
- ⇒ Dersom du har transponder, sett kode 7700, med mindre lufttrafikkjentesten gir beskjed om noe annet. Har du ADS-B eller ADS-C, velg relevant nødfunksjon, med mindre lufttrafikkjentesten gir beskjed om noe annet.
- ⇒ Du må følge instruksene og signalene fra det avskjærende luftfartøyet inntil du har fått klarering til å fortsette på egenhånd.

Mer informasjon finner du i forordning (EU) nr. 923/2012, SERA.11015 Avskjæring

Visuelle signaler

Avskjærende luftfartøy (avskjærer)	Betydning	Du skal
Nærmer seg på flygerens side med samme hastighet og kurs. Om natten; Blinker med lys,	Du har blitt avskåret.	Dag; Vink med vingene for å bekrefte. Natt: Vink med vingene og blink med navigasjonslysene.
Starter en svak sving med lav krengevinkel.	Følg meg – Fly denne retningen.	Sett samme kurs som avskjærer.
Krapp sving foran deg. Kan også slippe «flares».	ADVARSEL! Endre kurs nå og følg avskjærer.	Sett umiddelbar samme kurs som avskjærer.
Sirkler over en landingsplass og senker understell. Overflyr flyplassen i en retning. Om natten settes landingslys på.	Land på denne landingsplassen.	Land på rullebanen. Dersom landingsplassen ikke er egnet, blink med landingslyset og deretter sirkle i 1000-2000 fot AGL til du mottar nye instruksjoner fra avskjærer.
Utfører «breakaway» manøver.	Avskjærer forstår dine intensjoner. Avskjæringen er avsluttet og du kan fortsette.	Kan du ikke følge instruksene; blink med lysene med jevne pulser. Har du en nødsituasjon; blink med lysene med ujevne pulser.

Versjon 1.0 2019

Radioprosedyrer

Uttale	Betydning	Uttale	Betydning
KÅLSAIN	Hva er din registrering?	KÅLSAIN	Min registrering er....
FÅLLÅ	Følg min retning.	VILKO	Jeg følger instruksen.
DISENT	Stig ned.	DISEND	Jeg må stige ned.
JU LÆND	Land på denne landingsplassen.	KÆNNÅT	Kan ikke følge instruksen.
PROSIID	Du kan fortsette.	RIPIT	Gjenta.
		MEIDEI	Jeg er i nød.
		HAIDSJÆK	Jeg er kapret.
		ÆM LÅSST	Jeg vet ikke hvor jeg er.

Tilnærming og Identifikasjon

Det er vanlig at to flyr sammen. Det ene jagerflyet vil legge seg ved siden av deg (hvis hastigheten tillater det) for å oppnå kontakt med deg. Det andre flyet ligger bak deg. Avskjæring kan også utføres med helikopter.



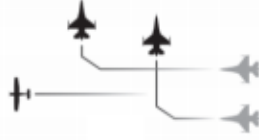
Fly i denne retningen

Dersom jagerflyet flyr en svak sving med lav krengevinkel skal du følge på i samme retning. Se opp for eventuell vingeturbulens.



«Breakaway» manøver

Jagerflyene vil utføre en krapp sving vekk fra deg dersom de er kjent med din intensjon og du ikke utgjør en fare.



Intentionally left blank