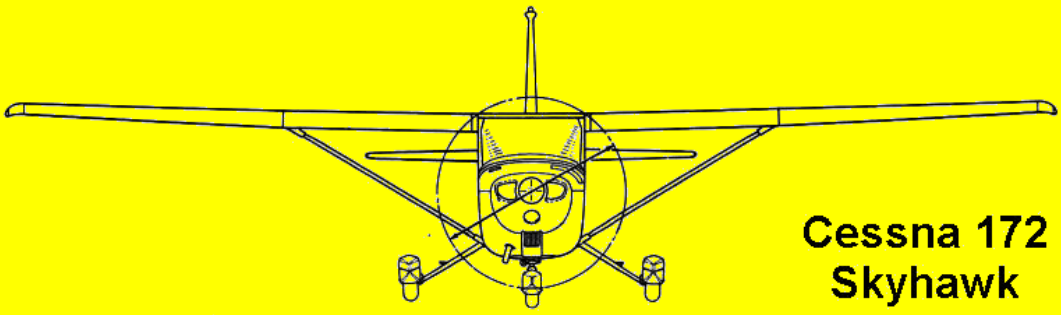
Cessna



Cessna 172
Skyhawk

Checklist

LN-MTX

SFK April 2020

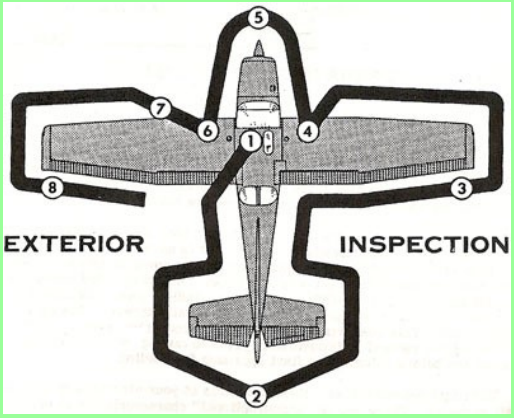
SOLA FLYKLUBB

Cessna 172

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



Cessna 172

GROUND
Eksterior Checklist

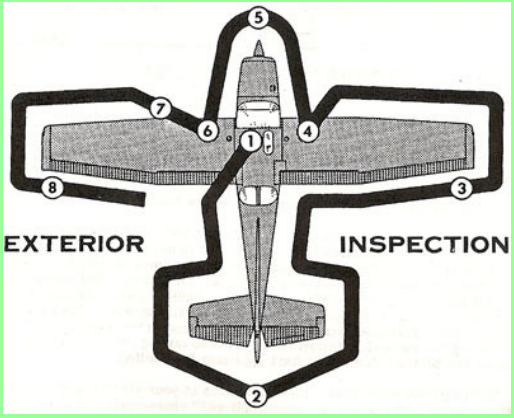
24.	Airfilter	-	Checked
25.	Fanbelt & generator	-	Checked
26.	Propeller & spinner	-	Checked
27.	Nosewheel strut & tire link	-	Checked
28.	Engine cowling	-	Secured
29.	Static port	-	Checked
30.	Fuel quantity L.H wing	-	Checked
31.	Fuel cap L.H wing	-	Secured
32.	Pitot tube	-	Checked
33.	Stall warning	-	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

Cessna 172

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 necesarry
24.	Altimeters (QNH)	-	Set
25.	Gyros	-	Set

Checklist Completed

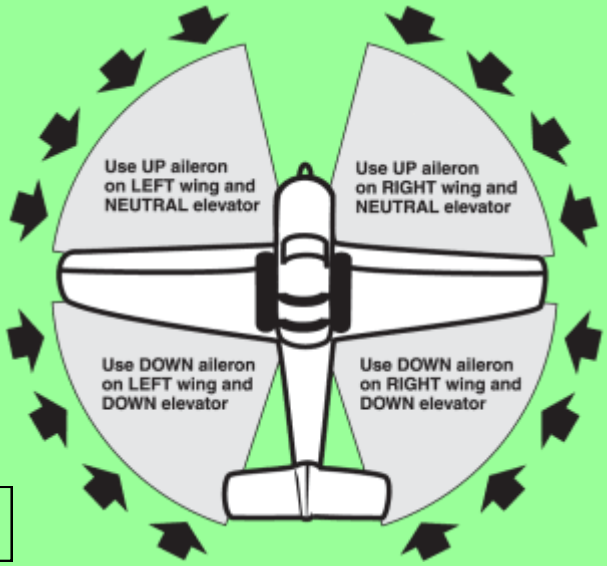
Cessna 172

GROUND
TAXI / RUN UP

TAXI

1.	Taxilight	-	On, if necesarry
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

Cessna 172

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 ruting**

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

Checklist Completed

AIRBORNE

CLIMB

1.	Flaps	-	Up (300-500')´
2.	Mixture	-	Lean as req.
3.	Engine instruments	-	Checked
4.	Altimeters	-	Set

Vx = 64 KIAS (Best rate of climb speed)
Vy = 78 KIAS (Best angle of climb speed)

Checklist Completed

Cessna 172

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

Cessna 172

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

Cessna 172

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

Cessna 172

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

Cessna 172

EMERGENCY
IN FLIGHT

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

Cessna 172

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 necessarry

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

Cessna 172

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

Cessna 172

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:

Cessna 172

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

Cessna 172

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

Cessna 172

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

<u>If circuit breakers are not tripped:</u>

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

<u>If no charge:</u>

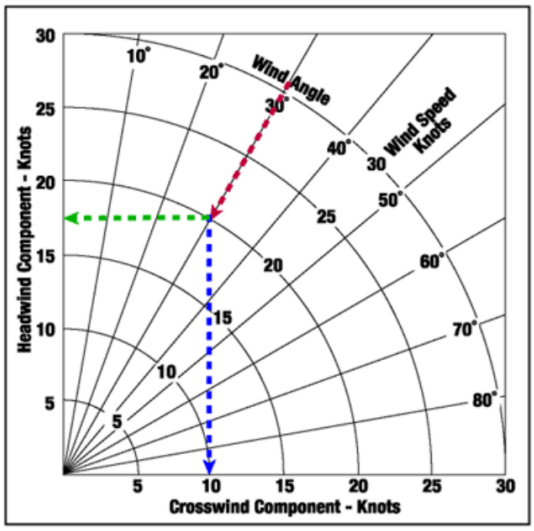
5.	Alternator	-	Off
6.	Electrical load	-	Min

<u>LAND A.S.A.P</u>

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.

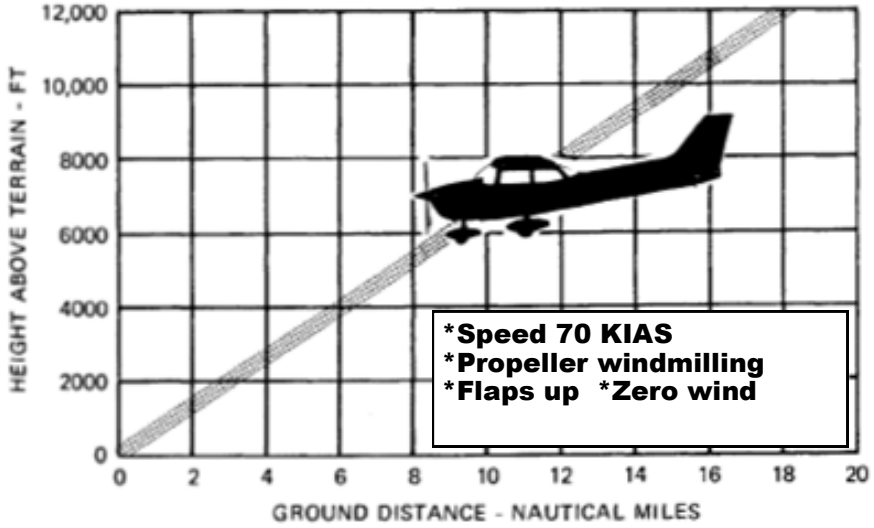
Hastighet / distanse

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

Cessna 172

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	...	...

Cessna 172

PERFORMANCE
YOUR AIRPLANE

FLY TYPE	**= C172M**
FLY REG	**= LN-MTX**

SPEED

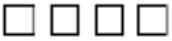
1.	V_A	=	97 KIAS	Maneuvering speed
2.	V_{FE}	=	85 KIAS	Flap extended speed
3.	V_{NO}	=	128 KIAS	Maximum structural cruising speed
4.	V_{NE}	=	160 KIAS	Never exeed speed
5.	V_S	=	47 KIAS	Stall speed
6.	V_{SO}	=	41 KIAS	Stall speed / min. steady flight speed in landing configuration
7.	V_X	=	64 KIAS	Best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

X-WIND

Max demontrated X-wind = 15 kts

Cessna 172

SIGNALS
FOR AERODROME TRAFFIC

Light Signal	Meaning to Aircraft in Flight	Meaning to Aircraft on Aerodrome
STEADY GREEN 	Authorised 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 	– 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 opprettholde høyde, kurs og hastighet, inntil du mottar instrukser 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 lufttrafikktjenesten ved å gjøre et opprop på nødfrekvensen (121,5 MHz). Oppgi registrering, posisjon og formålet med flygingen.**
- ⇒ **Dersom du har transponder, sett kode 7700, med mindre lufttrafikktjenesten gir beskjed om noe annet. Har du ADS-B eller ADS-C, velg relevant nødfunksjon, med mindre lufttrafikktjenesten 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

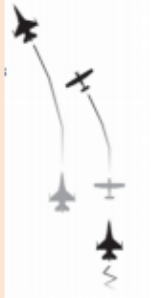
Avskjærende luftfartøy (avskjærer)	Betydning	Du skal
Nærmer seg på flygerens side med samme hastighet og kurs. Om natten; Blinker med lys,	Du har blitt avskåret.	Dag; Vink med vingene for å bekrefte. Natt: Vink med vingene og blink med navigasjonslysene.
Starter en svak sving med lav krengevinkel.	Følg 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 instrukser 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.

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 landingsplas-sen.	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 hastig-heten tillater det) for å oppnå kontakt med deg. Det andre flyet ligger bak deg. Avskjæ-ring kan også utføres med heli-kopter.

Fly i denne retningen
Dersom jagerflyet flyr en svak sving med lav krengevinkel skal du følge på i samme retning. Se opp for eventuell vingeturbu-lens.



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