

PREFLIGHT

Cabin

Documents:-----Check
Control Lock:-----Remove
Engine Master:-----Off
Avionics Master:-----Off
Engine Master:-----Off
Battery:-----On
Main Bus:-----On
Fuel Quantity Indicators:-----Check
Fuel Temperature (AED):-----Check
Flaps:-----Down
Lights & Pitot Heat:-----Check
Main Bus:-----Off
Battery:-----Off
Fuel Shut-off Valve:-----Pushed In
Baggage Door:-----Secure

Empennage

Tail Tie-down:-----Remove
Control Surfaces:-----Free, Clear

Right Wing

Flap:----- Check
Aileron:-----Check
Wing Tie-down:-----Remove
Main Wheel:-----Check
Fuel Sump:-----Drain & Check
Fuel Quantity:-----Visual Check
Fuel Filler Cap:-----Secure

Nose

Engine Oil:-----Check
Fuel Reservoir:-----Drain & Check
Prop & Spinner:-----Check
Air Inlets:-----Check
Nose Wheel & Strut:-----Check
Static Source:-----Check

Left Wing

Flap:-----Check
Aileron:-----Check
Wing Tie-down:-----Remove
Pitot Tube:-----Check
Stall Warner:-----Check
Fuel Tank Vent Opening:-----Check
Main Wheel:-----Check
Fuel Sump:-----Drain & Check
Fuel Quantity:-----Visual Check
Fuel Filler Cap:-----Secure

CHECKLIST Cessna 172N 2.0TDI

checklist versie 1.0

PH-VZV

Een uitgebreide handleiding van dit vliegtuig
en haar avionics vind je op:

WWW.VOORDELIGZELFVLIEGEN.NL

Contact info: +31 591-382810

frans@paardnatuurlijk.nl

ilona@paardnatuurlijk.nl

BEFORE START

Preflight Inspection:-----Complete
Passenger Brief:-----Complete
Seats, Safety Belts:-----Secure
Doors:-----Locked
Circuit Breakers:-----All in
Alternate Air Door:-----Closed
Thrust Lever:-----Check movement
Traffic Watch:-----Mute

STARTING

Fuel Selector:----- Both
Thrust Lever:-----Idle
Avionics:-----Off
Brakes:-----Hold
Battery:-----On
Main Bus:-----On
Fuel Pump:-----On
Beacon:-----On
Engine Master:-----On
Diesel Glow Light:-----Wait until Extinguished
Propeller area:-----Clear
Start Button:-----Press
Oil Pressure:-----Check <3sec
Voltmeter:-----Check
Avionics:-----On
Flaps:-----Up
Fuel Pump:-----Off
CED/AED:-----Reset
Fadec Lights:-----Check Off
Transponder:-----On
GPS:-----Press Enter

ENGINE WARM UP

Engine Idle for two minutes!
After 2 minutes engine at 1400 RPM, until Oil
and Coolant temperatures are in green range
Thrust Lever:-----Idle

TAXI

CED/AED:-----Check
Parking Brake:-----Off
Brakes:-----Test

BEFORE TAKE OFF

Brakes:-----Hold
Doors, Windows:-----Closed, Locked
Flight Controls:-----Check
Suction Gauge:-----Check
Flight Instruments:-----Check
Fuel Selector:-----Both
Elevator & Rudder Trim:-----Set for takeoff
Pitot Heat:-----as required
Fadec Test Button:-----Press and hold for test,
release after lamps are extinguished
Engine Instruments:-----Check
Fuel Pump:-----On
Flaps:-----As required

LINE UP

Time:-----Record
Strobe:-----On
Lights:-----As required

TAKE OFF

Brakes:-----Hold
CED/AED:-----Check
Thrust Lever:-----Gently to Full Forward
Engine:-----Check Power 100%
Brakes:-----Release
Nosewheel:-----Lift until rotation
Rotate:-----50 / 55 KIAS

INITIAL CLIMB

Thrust Lever:-----100%
Airspeed:-----65-85 KIAS
Engine Instruments:-----Check
Flaps:-----Up above 200ft
Fuel Pump:-----Off

CRUISE

Thrust Lever:-----50-75%
Landing Light:-----Off
Traffic Watch:-----Near
Fuel Selector:-----As required

BEFORE LANDING

Autopilot:-----Off
Traffic Watch:-----Mute
Seats and Safety Belts:-----Secure
Fuel Selector:-----Both
Fuel Pump:-----On
Landing Light:-----As required

GO AROUND

Thrust Lever:-----Gently Full Forward
Wing Flaps:-----No more than 20 degrees
Climb Speed:-----58 KIAS
Wing Flaps:-----10 degrees
Wing Flaps:-----Up after safe altitude & 65 KIAS

AFTER LANDING

Wing Flaps:-----Retract
Landing Light:-----Off
Fuel Pump:-----Off
Strobe:-----Off

SHUT DOWN

Thrust Lever:-----Idle
Parking Brake:-----Set
Lights:-----Off
Avionics Master:-----Off
Engine Master:-----Off
Main Bus:-----Off
Battery:-----Off
Fuel Selector:-----Left or Right
Control Lock:-----Install

Vul na het vliegen het logboek in, noteer de
hobbs-stand. Leg alle spullen die uit de kast
zijn gehaald daar weer in terug, teken de lijst
en laat het vliegtuig netjes achter.
Eventuele opmerkingen, onregelmatigheden
melden bij Frans en Ilona, Bedankt!

BEFORE SPECIAL MANEUVRING

Fuel Selector: -----Both
Fuel Quantity: -----Check
Fuel Pump: -----On
Engine Instruments: -----Check
Flaps: -----As required

H-eight
A-irframe (loose objects, flaps etc)
S-afety belts
E-ngine (fuel, engine instruments)
L-ookout (traffic, orientation)

AFTER SPECIAL MANEUVRING

Fuel Pump: -----Off
Engine Instruments: -----Check
Gyro Instruments: -----Check

AIRSPEEDS

Vne (never exceed) -----160 KIAS
Vno (normal operation) -----128 KIAS
Va (maneuvering speed) -----97 KIAS
Vr (rotate) -----55 KIAS
Vy (best rate of climb) -----73 KIAS
Vx (best angle of climb) -----60 KIAS
Vs (stall) -----47 KIAS
Vso (stall with flaps) -----41 KIAS
Vfe 10 degrees: -----110 KIAS
Vfe 10-40 degrees: -----85 KIAS
Maximum Glide: -----65 KIAS
Landing with flaps: -----60 KIAS
Landing w/o flaps: -----65 KIAS

TRANSPONDER & RADIO

7700 - Emergency
7600 - Radio Failure
7500 - Hijacked
7000 - VFR Netherlands

121.500 MHz - Emergency Frequency

MINIMUM FUEL TEMPERATURES

Jet A-1 During Take-Off: ----->-30
Jet A-1 During Flight: ----->-35
Diesel During Take-Off: ----->0
Diesel During Flight: ----->-5



VFR Flights

Leuke vlucht gemaakt? Plaats een verslag en/of routebeschrijving op:
WWW.VFRFLIGHTS.NL

Geén leuke vlucht gemaakt? Kijk voor inspiratie en ideeën op:
WWW.VFRFLIGHTS.NL

INADVERTENT ICING

Pitot Heat: -----On
Turn Back or change altitude
Cabin Heat: -----On
Thrust Lever: -----100%
Alternate Air Door: -----Open
Flaps during landing -----0 degrees

ENGINE FAILURE AFTER TAKEOFF

Airspeed:-----65 KIAS
Fuel Shut-off Valve:-----Pull
Engine Master: -----Off
Wing Flaps: -----As required
Main Bus & Battery:-----Off

ENGINE MALFUNCTION DURING FLIGHT

Fuel Selector: -----Both
Fuel pump: -----On
Airspeed: -----Avoid propeller overspeed
Fadec-Force:-----B-Fadec
Alternate Air Door: -----Open

RESTART AFTER ENGINE FAILURE

Airspeed:-----65 KIAS
Fuel Selector: -----Both
Fuel Pump: -----On
Fadec-Force: -----B-Fadec
Thrust Lever: -----Idle
Alternate Air Door: -----Open
Engine Master: -----Off
Engine Master: -----On
Starter: -----Push if propeller has stopped

Fly to next airfield or landing strip, inform Service Center after landing

ENGINE SHUT DOWN IN FLIGHT

Engine Master: -----Off
Fuel Pump: -----Off
Fuel Shut-off Valve: -----Pull
Airspeed: -----<55 KIAS to stop propeller
After propeller has stopped:-----65 KIAS

FADEC LAMP FLASHING

Press Fadec Button for two seconds
Fadec Lamp extinguished:

- Continue flight normally
- Inform Service Center after landing.

Fadec Lamp steady illuminated:

- Fly to nearest airfield
- Select airspeed to avoid propeller overspeed
- Expect Engine Failure
- Inform Service Center after landing

ENGINE FIRE

Engine Master: -----Off
Fuel Shut-off Valve: -----Pull
Fuel Pump: -----Off
Main Bus: -----Off
Battery: -----Off

ELECTRICAL FIRE

Main Bus: -----Off
Avionics:-----Off
Air Jets: -----Open

EMERGENCY LANDING

Airspeed: -----Trim 65 KIAS
Engine Master: -----Off
Fuel Shut-off Valve: -----Pull
Flaps: -----As required (40 rec.)
Main Bus: -----Off
Battery: -----Off
Cabin Doors: -----Unlatch
Touchdown: -----Slightly nose up attitude
Brakes: -----Apply Heavily

DITCHING

Mayday call:-----121.500
Airspeed: -----Trim 65 KIAS
Engine Master: -----Off
Strobes: -----On
Flaps: -----20 degrees
Cabin Doors: -----Unlatch
Face: -----Cushion
Touchdown: -----Level attitude
High Winds, Low Swells: -----Into wind
Light Winds, High Swells: -----Parallel

RADIO FAILURE

Microphone Button: -----Not Stuck
Audio selector: -----Correct Radio
Radio: -----Check Squelch
Volume: -----Up
Frequency: -----Correct
Headset: -----Plugged in
Circuit Breakers: -----In
Avionics Master: -----On
Main Bus: -----On
Transponder: -----7600