

Radio Procedures

Avionics and Navigation – Check and set as required:

***First, transfer the controls to the IP or Check Pilot so that you have both hands free!

UHF (#2) RADIO:

1. Dial in ATIS (Channel 1) on your #2 (UHF) radio
2. Write down the ATIS letter, winds, and altimeter setting
3. Check both pre-set frequencies for your stagefield. For Toth that is 13 and 14. You are checking your frequency card to make sure the manual frequency is correct for the pre-set channel.
4. Set the #2 radio to Channel #4 (Cairns air-to-air)
5. Push the “manual” button (the small red button) on the #2 radio to set the radio to “manual.”
6. Dial in the corridor frequency in manual.
7. Push the “manual” button to return to the pre-set channels. Channel #4 should be displayed since you set it in Step 4.
8. Make sure your ICS Channel Select is on the #2 Radio and the volume is up on the #2 radio.
9. Perform a radio check by keying the mike and saying, “Any aircraft, Viking 18, commo check.” When someone replies you will respond with, “I have you the same.”

VHF (#3) RADIO:

1. Check your frequency card and set Cairns Ground in the left side (USE) and Cairns Tower in the right side (STBY).

TRANSPONDER:

1. Move the selector knob to “Test” only for a moment. You are looking for the “Reply” light to illuminate.
2. Move the selector knob back to “STBY.”
3. Ensure the Transponder code is set to 1200.

You are now finished checking and setting the radios. Reply, “Check and set as required.”

Departing Cairns:

1. After you begin your fuel check, set in the VHF air-to-air frequency for Toth in VHF (#3) radio “standby”
2. Over Checkpoint (i.e., Sandpit, Grady) initiate climb to 1000’ and ask check pilot to set “all your radios to Toth.” If for some strange reason he is flying or wants you to set the radios, you will:
 - a. Swap the Toth Air-to-Air frequency in VHF (#3) radio “standby” to “use”
 - b. Put the UHF (#2) radio to Pre-set by pushing the small red button.
 - c. Dial in the Pre-set frequency for Toth North or South (i.e., Ch 13).
 - d. Put both pilot’s ICS selector switches to #2
 - e. Make call on UHF (#2) radio to Toth Tower

3. Call to Toth:
 - a. Give Toth a heads-up call by saying IP callsign (i.e., "Toth, Viking 18")
 - b. Toth tower will reply, "Go ahead Viking 18."
 - c. Your reply: "Viking 18 is aircraft 1824C, Grady inbound, 3 POB, SEF enroute."
 - d. They will reply with current altimeter and landing direction. Have your check pilot set the new altimeter and wind bug on the new wind direction.
 - e. This will set you up for the SEF at Altitude by being at the proper altitude and a visual indication (your wind bug) of which way to turn into the wind.

Departing the Stagefield:

1. After completion of the SEF at Altitude, you will frequency change from Toth back to Cairns:
 - a. "Viking 18 is good power. Frequency change to Cairns."
2. Once the frequency change is complete, you will set up the radios by accomplishing the following:
 - a. Dial in ATIS (Channel #1) in the UHF (#2) radio
 - b. While you are **listening** to ATIS to get the current letter...
 - c. Dial in Cairns Tower and put it on the left side (use) of the VHF radio
 - d. Dial in Cairns Ground and leave it on the right side (standby) of the VHF radio
 - e. Place both pilot's ICS selector switches to the #3 position
 - f. When you have heard the letter for ATIS, put the UHF (#2) radio to Channel #4
 - g. Push the small red button on the #2 radio to place the UHF (#2) radio in the "manual" position
 - h. Ensure the corridor frequency is still in manual. If you came out Southeast corridor and are returning Toth corridor, you will need to put the Toth corridor frequency in manual.
 - i. Prior to crossing Grady, call Cairns Tower, "Viking 18, Grady, with Zulu (ATIS letter)."
 - j. Cairns tower will then give you landing instructions (usually left base for 18 or right base for 36).
 - k. The next hardball road you will cross after Grady also has a bridge and that checkpoint is called "ACP Little." You don't have to remember the name but should remember to tell your check pilot to set your UHF (#2) radio to Channel #4.
 - l. Cairns will usually give you your landing clearance right after you cross Hwy 84 or in the near vicinity.
 - m. After receiving landing clearance, ask for the Before Landing Check by the checklist.
 - n. If you are on the controls, after you either exit the runway or the landing pad, you must put the VHF (#3) radio to Ground and call for taxi back to the pad. An example would be, "Viking 18 off of Rwy 18 for E12."
 - o. Then ask for the After Landing Check by the checklist.

After Landing at Cairns:

1. If the check pilot is on the controls, once he hovers off the landing pad or off the runway, tell him you are "putting him up ground" and put Cairns Ground (121.9) on the left side of the #3 (VHF) radio by pushing the white button on the #3 radio.

2. Complete the After Landing Check **by the checklist** silently while the check pilot makes the taxi call to Ground.
3. Once you have completed the checklist items, tell the check pilot the After Landing Check is complete.

IMPORTANT NOTE: If the check pilot takes the controls and lands the aircraft, he is expecting **YOU** to perform the **Before Landing Check and After Landing Check** by the **checklist** without being prompted. You should also tell him you are “putting him up Ground” after he exits the runway or pad so that he can make the taxi call while you do the After Landing Check.