

<p>INITIAL</p> <p>Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W. Fuel – On Control Lock Master – On Flaps – Extend Pitot Heat – Test Lights – Int. / Ext. Fuel Gauges – True Master – Off</p> <p>EXTERIOR SUMMARY <i>After Geographical Check</i></p> <p>Fuel Quantity Fuel Quality Caps / Drains / Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Stall Indicator – Test Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties / Chocks Final Walk Around</p> <p>INTERIOR</p> <p>Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static Brakes – Pedal Test</p>	<p>START</p> <p>Seat Track/Back–Lock Avionics – Off Carb Heat – Off Beacon – On Mixture – Full Rich Throttle – Slight Prime Brakes Prop – Clear Master – On Mags – Start Oil Pressure Lights – As Req. Mixture – As Req.</p> <p>PRE-TAXI / TAXI</p> <p>Seat Belts / Harness Flaps – Up Heat / Vent / Defrost Avionics – On / Set XPDR – STBY ATIS / AWOS Altimeter – Set Radio – Test Taxi Light – As Req. Brakes – Test Attitude Indic.–Test Turn Coord. – Test H.I./Compass–Test</p>	<p>RUN-UP</p> <p>Brakes – Set Fuel – On Trim – Takeoff Flight Controls Instruments Mixture – Best Power Primer – In & Lock</p> <p>1700 RPM Mags (R & L) – Test Carb Heat – Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction</p> <p>PRE-TAKEOFF</p> <p>Flaps – 0°-10° Mixture – Best Power Carb Heat-Off <i>Or As Req.</i> Pitot Heat – As Req. H.I. To Compass Doors / Windows XPDR – Alt + Sqwk Landing Light – On Strobes – On Time – Note Brakes – Release</p> <p><i>Abort Plan - Ready!</i></p>	<p>TAKEOFF</p> <p>Full Throttle 2280 RPM (Min) Oil Pressure Rotate * 50 (58) Vy – 66 (76) Flaps – Up</p> <p>CLIMB</p> <p>65-75 (75-86) Power Mixture Instruments Taxi / Land Light – Off Flight Plan – Open</p> <p>CRUISE</p> <p>Power Mixture Instruments H.I. To Compass</p>	<p>DESCENT</p> <p>Mixture – Richen Fuel – On Carb Heat – As Req. ATIS / AWOS Altimeter – Set Instruments H.I. To Compass</p> <p>PRE-LANDING</p> <p>Landing Light – On Seat Belt / Harness Mixture – Best Power Carb Heat – On Fuel – On Flaps – As Req.</p> <p>LANDING</p> <p>Flaps – 40° <i>Or As Req</i> Speed * 55 (63)</p> <p>G. U. M. P. F. S.</p> <p>GO AROUND Power – Full Carb Heat – Off Positive Rate Climb Flaps – Retract Slowly</p>	<p>AFTER LANDING</p> <p>Flaps – Up Carb Heat – Off Strobes – Off Landing Light – Off Taxi Light – As Req. Pitot Heat – Off Mixture – As Req. Trim – Takeoff XPDR – STBY</p> <p>SECURING</p> <p>ELT – Verify Silent Avionics – Off Mixture – Full Lean Mags – Off Master – Off Lights – Off Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Cabin Doors</p> <p><i>Close Flight Plan</i></p> <p>* <i>Adjust Speed As Needed For Conditions</i></p>
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Vr • Rotation Speed – 50 (58)	Vs0 • Stall with Flaps – 42 (48)	Va • Max Abrupt (1300lbs) – 86 (95)	Vfe • Flaps Extended – 87(100)
Vx • Best Angle Climb – 61 (70)	Vs • Stall w/o Flaps – 48 (55)	Va • Max Abrupt (Full Gross) – 95 (102)	X Wind • Max Demo'd – 13(15)
Vy • Best Rate Climb – 66 (76)	Best Glide (1470 lbs) – 55 (63)	Vno • Max Structural Cruise – 104 (120)	
	Best Glide (Full Gross) – 61 (70)	Vne • Never Exceed – 141 (162)	

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			
Rotation *	50 (58)	0	Short Field w/ Obstacle: Flaps. Climb 54 (62) Until Clear.
Best Angle Climb	61 (70)	0	Soft or Short Field w/o Obstacle: 10° Flaps.
Best Rate Climb	66 (76)	0	
CRUISE (TAS -5,000')			
Economy	88 (101)	0	2400 RPM - 4.3 GPH - 56%
Normal	93 (107)	0	2500 RPM - 4.8 GPH - 63%
Maximum	103 (118)	0	2700 RPM - 6.0 GPH - 80%
ARRIVAL			
Approach	70 (81)	10-20	1700 RPM (Initially)
Short Final *	55 (63)	30	Idle-1200 RPM

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Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max. Gross Wt., No Wind, "Best Power", Wheel Pants, New Engine. () = MPH.

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POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
BEST GLIDE – 60 KIAS (69 MPH) (Full Gross Weight)
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN
MASTER & MAGS – OFF (Unlatch Doors)

POWER LOSS IN FLIGHT

BEST GLIDE – 60 KIAS (69 MPH) (Full Gross Weight)
CARB HEAT – ON (Also Supplies Alternate Air)
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
MIXTURE – FULL RICH
FUEL SELECTOR – ON (Note Gauges)
FUEL PRIMER – LOCKED (Try Re-Priming)
MAGNETOS – CHECK ALL
MASTER – ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
SQUAWK 7700
DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
SEATBELTS / HARNESS
FLAPS – AS NEEDED (Full Flaps When Field Assured)
MASTER & MAGS – OFF
UNLATCH DOORS
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF (Mags On)
CLOSE VENTS, CABIN HEAT, & AIR
IF FIRE OUT – MASTER ON ONLY IF CRITICAL (Vents – Open)
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKERS ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
MASTER SWITCH – OFF
CABIN HEAT & AIR – OFF (Except Overhead Vents)
INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START – IDLE MIXTURE CUTOFF & FUEL SELECTOR OFF
THROTTLE FULL OPEN
CONTINUE CRANKING ENGINE A FEW SECONDS
MASTER & MAGS – OFF
EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT – ON
CARB HEAT – ON OR AS REQUIRED
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE SPEED
FLAPS – NOT RECOMMENDED FOR LANDING
LAND FASTER AS NEEDED

OTHER

EXCESSIVE RATE OF CHARGE: Over Voltage Warning Light Will Illuminate If Reaches Approx. 16 Volts. To Reactivate, Turn Both Sides Of The Master Switch Off / Then On Again. If Light Comes On Again, Terminate Flight A.S.A.P.

INSUFFICIENT RATE OF CHARGE: Nonessential Electric – Off / Terminate Flight A.S.A.P.

RADIO OUT: Check Circuit Breakers & VOLUME
Recycle Alternator Switch
If IFR & Still Out, Set XPDR To 7600.
(Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 – 122.8 – 122.95 – 123.0 – 123.05
MULTICOM: 122.9 (CTAF), 122.75, 122.85 (Air To Air)
FLIGHT WATCH: 122.0

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* *Every Plane Has A Different Empty Weight And Useful Load*
Cessna 152 (Lycoming: O-235-L2C, 110 HP)

* Empty Weight: LBS (Specific Plane Weight)
* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Area: 120 LBS (Included in Useful Load)
Max. T.O. Weight: 1670 LBS

Fuel Type: 100 LL (Blue) / 100 (Green)
Usable Fuel: 22.5 Gallons (35 L.R. Tanks)
Oil Capacity: 6 Quarts (Minimum 4)
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 30 PSI / Main - 21 PSI