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SPEEDS FOR NORMAL OPERATION
C-152

TAKEOFF, FLAPS UP:

Normal Climb Out……..65-75 KIAS
Short Field Takeoff, Flaps 10, Speed at 50 ft 54 KIAS

ENROUTE CLIMB, FLAPS UP:

Normal……...……70-80 KIAS
Vy Best Rate of Climb, Sea Level…… …67 KIAS
Best Rate of Climb, 10,000 Feet……..61 KIAS
Vx Best Angle of Climb, Sea Level-10,000 ft ……..…55 KIAS

LANDING APPROACH:

Normal Approach, Flaps Up……65 KIAS
Normal Approach, Flaps 30……...……..60 KIAS
Short Field Approach, Flaps 30……...……54 KIAS

BALKED LANDING:

Maximum Power, Flaps 20…….55 KIAS

MAXIMUM RECOMMENDED TURBULENT AIR PENETRATION SPEED:

1670 lbs……104 KIAS
1500 lbs……..98 KIAS
1350 lbs……..93 KIAS

MAXIMUM DEMONSTRATED CROSSWIND VELOCITY:
12 KNOTS

V_{S0}	35 KIAS	**V_X**	55 KIAS	**V_Y**	67 KIAS
V_{S1}	40 KIAS	**V_{FE}**	85 KIAS	**$1.3V_{SO}$**	45 KIAS
V_{NO}	111 KIAS	**V_{NE}**	149 KIAS	**V_A**	93-104 KIAS

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PREFLIGHT INSPECTION

1. PREP

1) Airworthiness Documentation “VERIFY AIRWORTHY”
2) Weight & C.G. “WITHIN ENVELOPE”
3) Performance (Takeoff & Landing) “COMPUTED”

2. CABIN

1) Throttle Lock REMOVE
2) Hobbs Time “VERIFIED”
3) Registration Cert “ON BOARD”
4) Airworthiness Cert “ON BOARD”
5) Flight Manual/Operating Limitation “ON BOARD”
6) Control Wheel Lock—REMOVE.
7) Avionics Master Switch—OFF
8) Electrical Switches (Except Rotating Beacon)–OFF
9) Master Switch—ON.
    - Fuel Indicators—CHECK QUANTITY.
    - Flaps—DOWN
    - Lights Operational (beacon, nav, landing)-VERIFY
10) Master Switch—OFF.

3. FUSELAGE AND EMPENNAGE

1) Left side Fuselage—Check for dents, popping rivets, stress
2) Antennas—CHECK VHF Comms, Transponder, ELT, VOR, GPS.
3) Tail Tie Down—DISCONNECT
4) Control Surfaces—CHECK freedom of movement and security. Balance weights, nuts, pins, safety wires.
5) Right side Fuselage—Same as Left side above

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PREFLIGHT INSPECTION

4. RIGHT WING

1) Flap—CHECK for binding, rollers, bolts, push rod play.
2) Aileron—CHECK freedom of movement and security, hinges, bolts and pins, trailing edges. Check security of flutter weights.
3) Navigation lights and leading edge—CHECK.
4) Wing Tie Down—DISCONNECT.
5) Main Wheel Tire—remove chock, CHECK for proper inflation (29 PSI). CHECK pin, bolts, valve cap, rim, sidewalls, tread, brake rotor, brake line, safety wires, wheel strut and wing strut.
6) Fuel Sample Wing—CHECK for water, sediment and proper grade (100LL – Blue), safety wire on drain bolt.
7) Fuel Sample Belly Drain— CHECK for water, sediment and proper grade (100LL – Blue), safety wire on drain bolt.
8) Fuel Sample Fuel Strainer—CHECK for water, sediment and proper grade (100LL – Blue), reseat handle.
9) Fuel Quantity—CHECK VISUALLY for desired level, rubber grommet, vent hole rubber cover.
1) Fuel Filler Cap—SECURE.

5. NOSE

1) Engine Oil Level—CHECK. NOT LESS THAN **4** QUARTS.
2) Cowling Cover for Security—CHECK Zeus fasteners on both sides by pressing on cowling. Re-tighten loose fasteners.
3) Propeller and Spinner— CHECK for blade nicks and cone security. Remove and stow cowl plugs.
4) Alternator Belt/Alternator Bracket—CHECK for less than half inch play, alt brace safety wires, flywheel chips, bird nests.
5) Landing/Taxi Light—CHECK for condition, cleanliness and operation.
6) Carburetor Air Filter—CHECK for restrictions by excessive dust or foreign matter.
7) Check engine mounts by lightly pulling on exhaust stack.

8) Anti-shimmy dampener—CHECK for bending piston, leaking seals and pins.
9) Rudder Rods to Nose Gear—CHECK for ball joint motion and pins.
10) Firewall Strut Braces to Nose Gear—CHECK for cracks and pins.
11) Nose Wheel Strut and Tire—CHECK for proper inflation. Four fingers on the strut, 31 psi 5.00-5, 26 psi 6.00-6, tread, sidewall, rim, bolts, valve cap and pins.
12) Excessive Fuel or Oil Leaks--CHECK
13) Static Source Opening (left side fuselage)—CHECK for stoppage.

6. LEFT WING

1) Wing Tie Down—DISCONNECT.
2) Main Wheel Tire—remove chock, CHECK for proper inflation (29 PSI). CHECK pin, bolts, valve cap, rim, sidewalls, tread, brake rotor, brake line, safety wires, wheel strut and wing strut.
3) Fuel Sample Wing—CHECK for water, sediment and proper grade (100LL – Blue), safety wire on drain bolt.
4) Fuel Quantity—CHECK VISUALLY for desired level, rubber grommet, vent hole.
5) Fuel Filler Cap—SECURE.
6) Pitot Tube Cover—REMOVE and check main opening and drain hole for stoppage. Check pitot heat if installed.
7) Stall Warning Opening—CHECK for stoppage
8) Fuel Tank Vent Opening—CHECK for stoppage.
9) Wing leading edge and wing tip lights—CHECK.
10) Aileron—CHECK freedom of movement and security. Check hinges, bolts and pins. Check security of flutter weights.
11) Flap—CHECK for binding, rollers, bolts, push rod play.

7. Final Walk Around Airplane—verify removal of tie downs, chocks, plugs, covers, obstructions—

PREFLIGHT INSPECTION COMPLETED

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BEFORE STARTING ENGINE

1. Preflight Inspection—COMPLETE.

CONDUCT PASSENGER BRIEFING

FOR ALL PASSENGERS

- Establish who is PIC and transfer of controls
- Operation of Seatbelts and Shoulder Harness
- Operation of Doors and Windows
- No smoking policy in aircraft
- Emergency and survival equipment on board
- Emergency Procedures (on takeoff roll, immediately after takeoff, en route
- Normal /Emergency Exits and Egress Procedures
- Crew duties (scanning for traffic, obstacles, etc)

FOR NON FLYING PASSENGERS

- Passenger Discomfort, location of airsick bags
- Use of heating and air vents
- Use of headsets, intercom
- Non interference with controls

2. Seats, Belts, Shoulder Harnesses—ADJUST and LOCK.
3. Fuel Selector Valve—ON Check in Detent.
4. Avionics Power/Electrical Switches—OFF (**Except Beacon**)
5. Circuit Breakers—CHECK IN.
6. Brakes – Gently apply toe brakes
7. Before Starting Checklist—COMPLETED.

STARTING ENGINE
(Temperature Above Freezing)

1. Mixture—RICH.
2. Carburetor Heat—COLD.
3. Prime—AS REQUIRED (2 to 3 strokes letting primer tube fully fill; none if engine is still warm)
4. Throttle—OPEN 1/8 INCH.
5. Master Switch and Alternator Switch—ON.
6. EIS - ON
7. Propeller Area—CLEAR—YELL “CLEAR PROP!”

8. Ignition Switch—Insert Key and START.
9. Throttle—ADJUST FOR 1400 RPM immediately.
10. Oil Pressure –CHECK—in green.
11. Ammeter - Charging
12. Mixture – Lean about an inch
13. STARTING ENGINE CHECKLIST-COMPLETED

BEFORE TAXI

RUNWAY INCURSION PREVENTION – REVIEW

- Read back all runway crossing and/or hold short instructions
- Review airport layout as part of preflight planning and before descending to land, and while taxiing as required
- Know airport signage
- Review NOTAMs for information on runway/taxiway closures and construction areas
- The need to turn on beacon, taxi, nav and strobe lights for taxi
- Do not hesitate to request progressive taxi instructions from ATC when unsure of taxi route
- Check traffic before crossing any runway or entering a taxiway
- When landing, clear active runway ASAP then wait for taxi instructions before further movement
- Study and use proper radio phraseology as described in AIM to respond to all ground control instructions
- Write down complete taxi instructions at unfamiliar airports

1. Avionics – Turn ON & SET FREQUENCIES.
2. ATIS/AWOS/ASOS/Advisory – OBTAIN.
3. Transponder— ALT.
4. Altimeter – SET
5. Flaps—UP.
6. Heading Indicator—SET to COMPASS
7. Nav and Taxi Lights –ON if required
8. Taxi Call—CONTACT & COMPLY
   - TOWERED – Ground Control
   - NON-TOWERED – Traffic.
9. Brakes—Test on first roll of hard surface.
10. BEFORE TAXI CHECKLIST—COMPLETED

LOC FREQS-
EZF:
AWOS: 128.125
CTAF-122.8
RMN
AWOS 126.325
CTAF: 122.725

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BEFORE TAKEOFF-RUNUP AREA

1. Brakes— FEET on pedal brakes.
2. Cabin Doors and windows—CLOSED and LATCHED.
3. Flight Controls—FREE and Correct. (Tops/Bottoms Free)
4. Elevator Trim—SET LEVEL and visually check
5. Flight Instruments— **Point and Tell**
   - ASI, AI, ALT, TC, HI, VSI
6. Mixture—RICH (below 3000 ft Density Altitude)
7. Throttle—1700 RPM.
8. Magnetos—CHECK RPM drop should not exceed 125 RPM.
   a. EIS switch OFF, note drop
   b. EIS switch ON
   c. Key to R mag, note drop
   d. Key to Both
   - CLEANING PLUGS IF REQUIRED
   e. Foot Brakes – APPLY MAX
   f. RPM – FULL POWER
   g. Mixture – LEAN to PEAK RPM (lean until RPM drops slightly then richen slightly)
   h. Run at PEAK LEAN - 30 sec – 1 minute
   i. Mixture RICH and RPM back to 1700
   j. Magneto Check - REPEAT
9. Carburetor Heat—CHECK (50 RPM drop)
10. Engine Instruments and Ammeter
    a. Oil Temp and Pressure- CHECK in GREEN
    b. ALT SIDE of MASTER - OFF
    c. VERIFY ammeter drop and low voltage light.
    d. ALT SIDE - ON – VERIFY recharge
11. Suction Gage—CHECK in GREEN (4.6 – 5.4)
12. IDLE CHECK--Carb Heat-ON and throttle – IDLE
13. Carb Heat-OFF and Throttle—1000 RPM
14. Mixture—Lean about 1 inch
15. Throttle Friction Lock—ADJUST
16. Radios – RE-CHECK—Call Ground/Traffic to continue.
17. BEFORE TAKEOFF CHECKLIST—COMPLETED

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HOLD SHORT

1. Transponder—Verify Set to ALT
2. Landing Light—ON (if needed)
3. Trim—RE-CHECK for takeoff
4. Mixture – RICH
5. Carburetor Heat – COLD
6. NON-TOWERED--Clearing turns before Hold Short
7. TOWERED—Contact Tower
8. HOLD SHORT CHECKLIST - COMPLETED

Before Taxing onto Runway: Review one below

1. NORMAL TAKEOFF

a. Reset Heading Indicator—Runway Heading
b. Mixture—RICH
c. Carburetor Heat—COLD.
d. Final wind check
e. Throttle—FULL OPEN.
f. Elevator Control—LIFT NOSE WHEEL – 50 KIAS.
g. Climb Speed—67 KIAS

2. SHORT FIELD TAKEOFF

a. Wing Flaps—10º.
b. Carburetor Heat—COLD.
c. Brakes—APPLY.
d. Throttle—FULL
e. Check engine instruments
f. Brakes—RELEASE.
g. Lift off at 50 KIAS.
h. Climb Speed—54 KIAS (until all obstacles cleared).
i. Retract flaps after obstacle clearance and 60 KIAS

3. SOFT FIELD TAKEOFF

a. Wing Flaps - 10º
b. No stop/Centerline/Full Throttle
c. Yoke FULL BACK PRESSURE reduce nosewheel weight, liftoff prematurely and allow LEVEL ACCELERATION ground effect, then rotate and climb at Vx or Vy
d. Retract wing flaps at 100 feet AGL

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ENROUTE CLIMB

1. Airspeed—67 KIAS.
2. Throttle—FULL (IN)
2. Mixture—RICH (below 3000 DA) - LEAN (above 3000 DA)
3. ENROUTE CLIMB CHECKLIST—COMPLETED

CRUISE

1. Power—2200-2440 RPM (no more than 75%).
2. Trims—ADJUST.
3. Landing/Taxi Light--OFF
4. Mixture—Lean in cruise flight
5. Cruise Checklist--COMPLETED

DESCENT

LOC FREQS-
EZF:
AWOS: 128.125
CTAF-122.8
RMN
AWOS 126.325
CTAF: 122.725

1. WIRED Checklist
   - **W**eather AWOS/ATIS
   - **I**nstruments
   - **R**adios: Call 10 NM out
   - **E**nter the pattern
   - **D**escent Checklist
     a. Fuel Selector– ON
     b. Mixture–RICH
     c. Power/CH – AS NECESSARY
2. Descent Checklist--COMPLETED

BEFORE-LANDING

1. Landing/Taxi Light—ON, if necessary
2. Call Tower/Traffic
3. Seat Belts, Harnesses—ADJUST and LOCK.
4. Mixture--RICH
5. Power and Carb Heat—AS NECESSARY

Close VFR Flight Plan

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LANDINGS

1. NORMAL LANDINGS

a. Approach Airspeed—75 → 60 KIAS. (adjust for wind)
b. Wing Flaps—AS DESIRED (below 85 KIAS).
c. Airspeed—60 KIAS (FLAPS DOWN).
d. Touchdown—MAIN WHEELS FIRST
e. Landing Roll—LOWER NOSE WHEEL GENTLY.
f. Braking—AS NECESSARY.

2. SHORT FIELD LANDINGS

a. Approach Airspeed—75 → 60 KIAS. (adjust for wind)
b. Wing Flaps—FULL (below 85 KIAS).
c. Airspeed—MAINTAIN 60 KIAS.
d. Power—REDUCE to idle as obstacle is cleared.
e. Touchdown—MAIN WHEELS FIRST.
f. Braking—APPLY, do NOT skid tires
g. Wing Flaps—RETRACT after touchdown.

3. SOFT FIELD LANDINGS

a. Wing Flaps—FULL (below 85 KIAS)
b. Approach Airspeed - 75 → 60 KIAS
c. Power—REDUCE to IDLE as obstacle is cleared
d. Touchdown—MAIN WHEELS FIRST with power 1200
e. Landing Roll—Maintain Yoke Backpressure and Hold Nose wheel of ground
f. Braking—MINIMUM
g. Wing Flaps—MAINTAIN

4. BALKED LANDING

a. Throttle—FULL OPEN.
b. Carburetor Heat—COLD.
c. Wing Flaps—RETRACT to 20º.
d. Airspeed– 55 KIAS
e. Wing Flaps—RETRACTED after reaching safe altitude and 60 KIAS.

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AFTER LANDING – PAST HOLD SHORT

1. Wing Flaps—UP.
2. Carburetor Heat—COLD.
3. Throttle – 1000 RPM
4. Mixture – LEAN 1 inch
5. Trims—RE-SET for takeoff
6. Radio – SWITCH – Call Ground/Traffic
7. AFTER LANDING CHECKLIST--COMPLETED

SHUT-DOWN for SERVICE

1. RPM—1000.
2. Avionics—OFF.
3. Taxi/Nav Lights—OFF **(Beacon—ON)**
4. Mixture—IDLE CUT-OFF.
5. EIS Switch - OFF
6. Ignition Switch—OFF (Keys on DG)
7. Master Switch—OFF.
8. SHUT DOWN CHECKLIST—Completed

Close VFR Flight Plan

SECURING AIRPLANE

1. Control Yoke Lock—INSTALL.
2. HOBBS and TACH Meter—RECORD.
3. Throttle Lock—INSTALLED
4. Tie Downs—INSTALLED.
5. Pitot Cover--INSTALLED
6. Cowling Plugs--INSTALLED
7. Aircraft Doors / Windows--LOCKED
8. Final Walk Around—AIRCRAFT SECURED
8. SECURING AIRPLANE CHECKLIST – COMPLETED

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF RUN

1. Throttle—IDLE.
2. Brakes—APPLY.
3. Wing Flaps—RETRACT.
4. Mixture—IDLE CUT-OFF.
5. Ignition Switch—OFF.
6. EIS Switch - OFF
7. Master Switch—OFF.

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed—60 KIAS
2. Mixture—IDLE CUT-OFF.
3. Fuel Selector Valve—OFF.
4. Ignition Switch—OFF.
5. Wing Flaps—AS REQUIRED.
6. EIS Switch - OFF
7. Master Switch—OFF.

ENGINE FAILURE DURING FLIGHT

1. Airspeed—60 KIAS.
2. Carburetor Heat—ON.
3. Throttle--Open
4. Fuel Shutoff Valve—ON.
5. Mixture—RICH.
6. Master Switch—Check ON
7. Primer—IN and LOCKED.
8. Ignition Switch—BOTH (or START if propeller is stopped).

EMERGENCY PROCEDURES

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed—65 KIAS (flaps up)
   60 KIAS (flaps down)
2. Avionics – TRANS – 7700, COMS 121.5
3. Radio – Call location and intentions
4. Mixture—IDLE CUT-OFF.
5. Fuel Selector Valve—OFF.
6. Ignition Switch—OFF.
7. Wing Flaps—AS REQUIRED (30 recommended).
8. EIS Switch - OFF
8. Master Switch—OFF.
9. Doors—UNLATCH PRIOR TO TOUCHDOWN.
10. Touchdown—SLIGHTLY TAIL LOW.
11. Brakes—APPLY HEAVILY.

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Wing Flaps—20
2. Airspeed—60 KIAS.
3. Selected Field—FLY OVER, noting terrain and obstructions, then retract flaps upon reaching safe altitude and airspeed.
4. Avionics Power Switch and Electrical Switches—OFF.
5. Wing Flaps—30 (on final approach).
6. Airspeed—55 KIAS.
7. Master Switch—OFF.
8. Doors—UNLATCH PRIOR TO TOUCHDOWN.
9. Touchdown—SLIGHTLY TAIL LOW.
10. Ignition Switch—OFF.
11. Brakes—APPLY HEAVILY.

EMERGENCY PROCEDURES

EMERGENCY DESCENT – HIGH DRAG

1. Carb Heat – ON
2. Power – IDLE
3. White Arc – FULL FLAPS
4. Execute 45° DESCENDING Bank
5. Descend at 80-85 Knots
6. Maintain vigilance for traffic
7. Level when appropriate

DITCHING IN WATER

1. Radio—TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 if transponder installed.
2. Heavy Objects (in baggage area)—SECURE or JETTISON.
3. Approach—High Winds, Heavy Seas—INTO THE WIND
   Light Winds, Heavy Swells—PARALLEL TO SWELLS
4. Wing Flaps—20-30.
5. Power—ESTABLISH 300 FT/MIN DESCENT at 55 KIAS.
6. Cabin Doors—UNLATCH.
7. Touchdown—LEVEL ATTITUDE AT 300 FT/MIN DESCENT.
8. Face—CUSHION at touchdown with folded coat.
9. Airplane—EVACUATE through cabin doors. If necessary, open window flood cabin to equalize pressure so doors can be opened.
10. Life Vests and Raft—INFLATE.

EMERGENCY PROCEDURES

ENGINE FIRE DURING START ON GROUND

1. Cranking—CONTINUE, to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine.

IF ENGINE STARTS:

2. Power—1700 RPM for a few minutes.
3. Engine—SHUTDOWN and inspect for damage.

IF ENGINE FAILS TO START

4. Throttle – FULL (In)
5. Mixture – IDLE CUT-OFF
6. Cranking—CONTINUE for two or three minutes
7. Fire Extinguisher—OBTAIN (have ground attendants obtain if not installed).
8. Engine—SECURE.
    a. Master Switch—OFF.
    b. Ignition Switch—OFF.
    c. Fuel Selector Valve—OFF.
9. Fire—EXTINGUISH using fire extinguisher, seat cushion, wool blanket, or dirt.
10. Fire Damage—INSPECT

ENGINE FIRE IN FLIGHT

1. Mixture—IDLE CUT-OFF.
2. Fuel Selector Valve—OFF.
3. Master Switch—OFF.
4. Cabin Heat and Air—OFF (except overhead vents).
5. Airspeed—85 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture).
6. Forced Landing—EXECUTE (as described in Emergency Landings Without Engine Power).

EMERGENCY PROCEDURES

ELECTRICAL FIRE IN FLIGHT

1. Master Switch—OFF.
2. Avionics Power Switch - OFF
3. All Other Switches (except ignition switch)—OFF.
4. Vents/Cabin Air/Heat—CLOSED.
5. Fire Extinguisher—ACTIVATE (if available).

If fire appears out and electrical power is necessary for continuance of flight:

6. Master Switch—ON.
7. Circuit Breakers—CHECK for faulty circuit, do not reset.
8. Radio Switches – OFF
9. Avionics Power Switch - ON
10. Radio/Electrical Switches—ON one at a time, with delay after each until short circuit is localized.
11. Vents/Cabin Air/Heat—OPEN when it is ascertained that fire is completely extinguished.

CABIN FIRE

1. Master Switch—OFF.
2. Vents/Cabin Air/Heat—CLOSED (to avoid drafts).
3. Fire Extinguisher—ACTIVATE (if available)

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin.

4. Land the airplane as soon as possible to inspect for damage.

WING FIRE

1. Navigation Light Switch – OFF
2. Pitot Heat Switch – OFF
3. Strobe Light Switch – OFF (if installed)

NOTE

Perform a sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible, with flaps retracted.

EMERGENCY PROCEDURES

ICING

INADVERTENT ICING ENCOUNTER

1. Turn pitot heat switch—ON.
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. Pull cabin heat control full out to obtain maximum defroster air temperature.
4. Open the throttle to increase engine speed and minimize ice build-up on propeller blades.
5. Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexpected loss in engine speed could be caused by carburetor ice or air intake filter ice. Lean the mixture for maximum RPM, if carburetor heat is used continuously.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. Be prepared for significantly higher stall speed with an ice accumulation of ¼ inch or more on the wing leading edges,
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Perform a landing approach using a forward slip, if necessary, for improved visibility.
10. Approach at 65 to 75 KIAS per ice accumulation.
11. Perform a landing in level attitude.

EMERGENCY PROCEDURES

LANDING WITH A FLAT MAIN TIRE

1. Wing Flaps –AS DESIRED.
2. Elevator Control—NOSE HIGH.
3. Aileron Control—BANK TOWARD GOOD TIRE.
4. Rudder Control—AS REQUIRED to keep nose straight.
5. Touchdown—GOOD TIRE FIRST, hold airplane off flat tire as long as possible.

STATIC SOURCE BLOCKAGE
(Erroneous Instrument Reading Suspected)

1. Alternate Static Source Valve – PULL ON
2. Airspeed – Consult POH calibration tables

ELECTRICAL SYSTEM MALFUNCTIONS

AMMETER SHOWS EXCESSIVE RATE OF CHARGE
(Full Scale Deflection)

1. Alternator—OFF.
2. Nonessential Electrical Equipment—OFF.
3. Flight—TERMINATE as soon as practical.

LOW-VOLTAGE LIGHT ILLUMINATES
(Ammeter indicate discharge)

1. Radios - OFF
2. Master Switch—OFF (both sides).
3. Master Switch—ON.
4. Low-Voltage Light—CHECK OFF.
5. Radios – ON

(If low voltage light illuminates again)

6. Alternator – OFF
7. Nonessential Radio and Electrical Equipment – OFF
8. Flight – TERMINATE as soon as practical.