

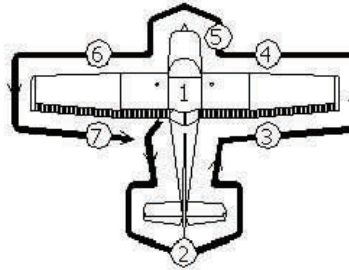
Cessna 152 Checklist

Preflight



1) CABIN

1. Check Discrepancies and Inspections
2. Required Papers in Airplane (AROW)
2. Enter HOBBS Reading on TACH Sheet
3. Control Wheel Lock REMOVE
4. Ignition Switch OFF
5. Master Switch ON
6. Fuel Gauges QUANTITY
7. Flaps 30°
8. Master Switch OFF
9. Fuel Shutoff Valve ON



2) FUSELAGE AND EMPENNAGE

1. Fuel Drain DRAIN
2. Fuselage/Empennage CHECK CONDITION
3. Rudder Gust Lock REMOVE
4. Tail Tie-down DISCONNECT
5. Control Surfaces CHECK Attachment and Movement

3) RIGHT WING TRAILING EDGE

1. Flap CHECK Attachment and Movement
2. Aileron CHECK Attachment, Movement, and Counterweights

4) RIGHT WING

1. Wing Tie Down DISCONNECT
2. Undercarriage/Tire CHECK Condition, Inflation, and Brakes
3. Fuel Drain DRAIN
4. Fuel Quantity DIP/MEASURE
5. Fuel Filler Cap SECURE (Check Vent)
6. Wing Surface CHECK CONDITION

5) NOSE

1. Engine Oil Level 4-6 QUARTS
2. Fuel Sump DRAIN
3. Prop/Spinner CONDITION
4. Alternator Belt TIGHT
5. Landing Light CLEAN
6. Air Filter UNOBSTRUCTED
7. Oil Cooler UNOBSTRUCTED
8. Wheel Strut/Tire CHECK Condition and Inflation
9. Static Port UNRESTRICTED

6) LEFT WING

1. Fuel Quantity DIP/MEASURE
2. Fuel Filler Cap SECURE
3. Pitot Tube UNRESTRICTED/CLEAR
4. Fuel Tank Vent CLEAR
5. Wing Tie Down DISCONNECT
6. Stall Warning OPERATION
7. Wing Surface CHECK CONDITION

7) LEFT WING TRAILING EDGE

1. Aileron CHECK Attachment, Movement, and Counterweights
2. Flap CHECK Attachment and Movement
3. Undercarriage/Tire CHECK Condition, Inflation, and Brakes

NIGHT PREFLIGHT

1. Master Switch ON
2. Beacon/Strobes TEST
3. NAV Lights TEST
4. Landing Light TEST
5. Interior Lights TEST
6. Master Switch OFF

Cessna 152 Checklist

Normal Operating Procedures



BEFORE STARTING ENGINE

1. Preflight Inspection COMPLETE
2. Passenger Briefing COMPLETE
3. Seats, Seatbelts ADJUSTED/FASTENED
4. Brakes TEST and SET
5. Avionics OFF
6. Circuit Breakers CHECK IN
7. Fuel Shutoff Valve ON

STARTING ENGINE

1. Mixture RICH
2. Carburetor Heat COLD
3. Master Switch ON
4. Beacon/Strobes ON
5. Prime AS REQUIRED (Verify In and Locked)
6. Propeller Area CLEAR
7. Throttle OPEN 1/4 - 1/8 Inch
8. Brakes ON
9. Ignition Switch START (Release When Engine Starts)
10. Throttle IDLE (1000 RPM or Below)
11. Oil Pressure RISING
12. Ammeter STARTER DISENGAGED (Charging)
13. Flaps UP
14. Radios/Avionics ON and Frequency Set
15. Transponder STANDBY (Set 1200 or Assigned Squawk)
16. Taxi to Run-Up Area TEST
17. Brakes TEST

RUNUP BEFORE TAKEOFF

1. Cabin Doors CLOSED and LATCHED
2. Flight Controls FREE and CORRECT
3. Elevator Trim TAKEOFF
4. Flight Instruments CHECK and SET
5. Brakes ON/SET
6. Throttle 1700 RPM
- A. Magnets CHECK RIGHT, then LEFT
- B. Carburetor Heat TEST
- C. Ammeter CHARGING
- D. Engine Instruments TEMP & PRESSURE
- E. Suction Gauge CHECK
7. Throttle IDLE
8. Throttle Friction Lock ADJUST
9. Lights AS REQUIRED
10. Radios/Avionics SET
11. Transponder ALTITUDE

ROUGH MAG PROCEDURE

1. Throttle 2000 RPM
2. Mixture LEAN PK RPM
3. Time 30 SECONDS
4. Mixture RICH
5. Throttle 1700 RPM
6. Continue RUNUP

Cessna 152 Checklist

Normal Operating Procedures



NORMAL TAKEOFF

1. Wing Flaps 0°-10°
2. Carburetor Heat COLD
3. Throttle FULL/OPEN
4. Elevator Control ROTATE @ 50 KIAS
5. Climb Speed 65-75 KIAS

SHORT FIELD TAKEOFF

1. Wing Flaps 10°
2. Carburetor Heat Cold
3. Brakes APPLY
4. Mixture RICH
5. Throttle FULL/OPEN
6. Brakes RELEASE
7. Elevator Control ROTATE @ 50 KIAS
8. Climb Speed 54 KIAS (Until Obstacles Cleared)
9. Wing Flaps RETRACT @ 60+ KIAS

AIRSPEDS (KIAS)

- V_{NE} 149
V_{NO} 111
V_A 93-104
V_{FE} 85
V_Y 67 @ S.L.
V_X 54 @ S.L.
V_{S1} 40
V_{S0} 35

CRUISE

1. Pitch LEVEL FLIGHT
2. Power SET TO CRUISE
3. Trim SET
4. Mixture LEANED

Pressure Altitude	RPM	20° C Below Standard	Standard Temperature	20° C Above Standard
2,000 ft	2200	65% BHP 91 KTAS 5.4 GPH	62% BHP 90 KTAS 5.1 GPH	58% BHP 89 KTAS 4.9 GPH
4,000 ft	2200	62% BHP 90 KTAS 5.1 GPH	59% BHP 89 KTAS 4.9 GPH	55% BHP 88 KTAS 4.7 GPH
6,000 ft	2200	59% BHP 89 KTAS 5.0 GPH	56% BHP 88 KTAS 4.7 GPH	53% BHP 87 KTAS 4.6 GPH
8,000 ft	2300	64% BHP 94 KTAS 5.3 GPH	60% BHP 93 KTAS 5.0 GPH	56% BHP 92 KTAS 4.8 GPH
10,000 ft	2300	60% BHP 93 KTAS 5.1 GPH	57% BHP 92 KTAS 4.8 GPH	54% BHP 90 KTAS 4.6 GPH
12,000 ft	2300	57% BHP 92 KTAS 4.9 GPH	54% BHP 90 KTAS 4.6 GPH	51% BHP 87 KTAS 4.5 GPH

Note: Refer to POH for further details or precise numbers. Speeds shown are for a 1984 Cessna 152 with fairings removed.

Cessna 152 Checklist

Normal Operating Procedures



DESCENT

- 1. Power..... AS REQUIRED
- 2. Mixture..... AS REQUIRED
- 3. Carburetor heat..... AS REQUIRED

APPROACH

- 1. Gas..... SELECTOR ON
- 2. Undercarriage..... GOOD TIRE INFLATION
- 3. Mixture..... ENRICHEN AS APPROPRIATE
- 4. Prop..... FIXED
- 5. Flaps..... AS REQUIRED
- 6. Cowl Flaps..... NONE
- 7. Seatbelts..... FASTENED

NORMAL LANDING

- 1. Airspeed..... 60-70 KIAS (Flaps Up) or 55-65 KIAS (Flaps 30°)
- 2. Wing Flaps..... AS DESIRED (Below 85 KIAS)
- 3. Airspeed..... 55-65 KIAS

SHORT FIELD LANDING

- 1. Airspeed..... 60-70 KIAS (Flaps Up)
- 2. Wing Flaps..... 30° (Below 85 KIAS)
- 3. Airspeed..... MAINTAIN 55 KIAS
- 4. Power..... IDLE (After Obstacle Clearance)

AFTER LANDING

- 1. Carburetor Heat..... COLD
- 2. Wing Flaps..... UP
- 3. Transponder..... STANDBY

SECURING AIRCRAFT

- 1. Radios, Electrical..... OFF
- 2. Transponder..... 1200/OFF
- 3. Magnetos..... CHECK GROUND
- 4. Throttle..... 1200 RPM
- 5. Mixture..... IDLE/CUT-OFF
- 6. Ignition Switch..... OFF
- 7. Master Switch..... OFF
- 8. Control Lock..... ON
- 9. Fuel..... CHECK QUANTITY
- 10. Secure..... TIE DOWN and LOCK
- 11. Flight Plan..... CLOSE

Cessna 152 Checklist



EMERGENCY PROCEDURES

ENGINE FAILURE

DURING TAKEOFF RUN

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

IMMEDIATELY AFTER TAKEOFF

1. Airspeed 60 KIAS
2. Mixture IDLE/CUT-OFF
3. Fuel Shutoff Valve OFF
4. Ignition Switch OFF
5. Flaps AS REQUIRED
6. Master Switch OFF

DURING FLIGHT

1. Airspeed 60 KIAS
2. Carburetor Heat ON
3. Best Field SELECTED
4. Checklist
 - Fuel Shutoff Valve ON
 - Mixture RICH
 - Carburetor Heat ON
 - Ignition Switch BOTH (START if Prop is Stopped)
 - Primer IN and LOCKED

FORCED LANDING

WITHOUT ENGINE POWER

1. Airspeed 65 KIAS (Flaps Up)
60 KIAS (Flaps Down)
2. Mixture IDLE/CUT-OFF
3. Fuel Shutoff Valve OFF
4. Ignition Switch OFF
5. Flaps AS REQUIRED
6. Master Switch OFF
7. Doors UNLATCH Prior to Touchdown
8. Touchdown SLIGHTLY TAIL LOW
9. Brakes APPLY HEAVILY

WITH ENGINE POWER

1. Airspeed 60 KIAS
2. Flaps 30°
3. Final Airspeed 55 KIAS
4. Master Switch OFF
5. Doors UNLATCH Prior to Touchdown
8. Touchdown SLIGHTLY TAIL LOW
9. Ignition Switch OFF
10. Brakes APPLY HEAVILY

Cessna 152 Checklist

EMERGENCY PROCEDURES



DITCHING

1. Radio TRANSMIT MAYDAY on 121.5 MHZ, giving location and intentions and SQUAWK 7700
2. Heavy objects SECURE OR JETTISON
3. Approach High winds, heavy seas INTO THE WIND
Light winds, heavy swells PARALLEL TO SWELLS
4. Wing flaps 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 windows and flood cabin to equalize pressure so doors can be opened.
10. Life vests and raft INFLATE

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. Cranking CONTINUE in an effort to obtain a start.
 5. Fire extinguisher OBTAIN (have ground worker obtain if not installed)
 6. Engine SECURE
- A. Master switch OFF
 - B. Ignition switch OFF
 - C. Fuel shutoff valve OFF
7. Fire EXTINGUISH using fire extinguisher, wool blanket, or dirt.
 8. Fire damage INSPECT, repair damage or replace damaged components or wiring before conducting another flight.

ENGINE FIRE IN FLIGHT

1. Mixture IDLE CUT-OFF
2. Fuel shutoff valve OFF
3. Master switch OFF
4. Cabin heat and air OFF (except wing root vents)
5. Airspeed 85 KIAS (if fire is not extinguished, increase glide speed to find an airspeed which will provide an combustible mixture)
6. Forced landing EXECUTE (as described in Emergency Landing Without Engine Power)

FORCED LANDING

WITHOUT ENGINE POWER

Cessna 152 Checklist



EMERGENCY PROCEDURES

FIRES (CONT)

ELECTRICAL FIRE IN FLIGHT

1. Master Switch OFF
2. All other switches OFF (except ignition switch)
3. Vents/Cabin Air/Heat CLOSED
4. Fire Extinguisher ACTIVATE (if available)
5. Aircraft Cabin VENTILATE

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/Electrical Switches . ON one at a time, with delay after each until short circuit is localized.
9. 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).
4. Aircraft Cabin VENTILATE
5. Land the airplane as soon as possible to inspect for damage.

WING FIRE

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

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

LANDING WITH A FLAT MAIN TIRE

1. Wing Flaps. AS DESIRED
2. Approach NORMAL
3. Touchdown GOOD TIRE FIRST, hold airplane off flat tire as long as possible.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

AMMETER SHOWS EXCESSIVE RATE OF CHARGE (full scale deflection)

1. Alternator OFF
2. Alternator Circuit Breaker PULL
3. Nonessential Electrical Equipment. . . OFF
4. Flight TERMINATE as soon as practical.

Cessna 152 Checklist

EMERGENCY PROCEDURES



LOW-VOLTAGE LIGHT ILLUMINATES DURING FLIGHT (Ammeter Indicates Discharge)

NOTE—Illumination of the low-voltage light may occur during low RPM taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an over-voltage condition has not occurred to de-activate the alternator system.

- 1. Radios OFF
- 2. Alternator Circuit Breaker CHECK IN
- 3. Master Switch OFF (both sides)
- 4. Master Switch ON
- 5. Low-Voltage Light CHECK OFF
- 6. Radios ON

If low-voltage light illuminates again:

- 7. Alternator OFF
- 8. Nonessential Radio and Electrical Equipment OFF
- 9. Flight TERMINATE as soon as practical.

ICING ENCOUNTER

1. Turn pilot heat switch ON (if installed).
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. For greater air flow at reduced temperatures, adjust the cabin air control as required.
4. Open the throttle to increase engine speed and minimize ice buildup 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. With an ice accumulation of 1/4 inch or more on the wing leading edges, be prepared for significantly higher stall speed.
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. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
10. Perform a landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 65 to 75 KIAS depending upon the amount of ice accumulation.
12. Perform a landing in level attitude.