

Cessna 152 Checklist

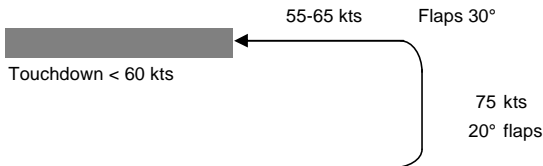


This checklist covers the operation of the model 152. Use at your own risk, the author nor the publisher is responsible for any damage or accidents resulting from the use of this checklist.

SPEEDS

	<u>KIAS</u>
V_s @ 1670 lbs	40
V_{su}	47
V_a @ 1670 lbs/ 1500 lbs	104 / 98
V_x	54
V_y	70
V_{no}	111
V_{ne}	149
V_{fe}	85
max X-wind	12

TRAFFIC PATTERN



<i>Speed</i>	95 kts	<85 kts	80 kts
<i>Flaps</i>		10 °	

Short field approach :	30°	55 kts
Flapless approach :	0°	65 kts
Go-around :	20°	>55 kts
Max Glide :	0°	60 kts

BEFORE STARTING THE ENGINE

- | | |
|--|---------------|
| 1 External Preflight check & passenger brief | COMPLETE |
| 2 Seats, Seatbelts, Shoulder harnesses | Adjust & Lock |
| 3 Fuel Shutoff valve | ON |
| 4 Brakes | Test & Set |
| 5 Radio's and Electrical Equipment | OFF |

STARTING THE ENGINE

- | | |
|--------------------------|---|
| 1 Mixture | RICH |
| 2 Carburetor Heat | COLD |
| 3 Primer | up to 3 strokes (none if warm) |
| 4 Throttle | Open 1/2" |
| 5 Master Switch | ON |
| 6 Rotating Beacon | ON |
| 7 Propellor Area | Clear |
| 8 Ignition switch | Start |
| 9 Oil Pressure | Check |
| 10 Strobe Lights | ON |
| 11 Flaps | RETRACT / TEST |
| 12 Radio's / Transponder | ON / Standby |
| 13 Taxi Turn | Needle in / ball out
Horizon stable
Compass turns correct way
Airspeed and VSI 0 |
| 14 Brakes | Test in Taxi |

BEFORE TAKEOFF

1	Parking Break	Set
2	Flight Controls	Free & Correct
3	Fuel Shutoff valve	ON
4	Elevator Trim	TAKE-OFF
5	Throttle	1700 rpm
6	- Carburator heat	Check
7	- Engine instruments & ammeter	Check
8	- Suction Gage	Check (4.6 - 5.4)
9	- Magneto's (125 rpm drop, 50 rpm differential)	Check
10	Throttle	Idle check -> 1000 rpm
11	Flight Instruments and Radio's	Set
13	Throttle Friction Lock	Adjust
14	Cabin doors and window	Closed and Locked
16	Gyro	SET
17	Altimeter	Set, error noted

LINE UP CHECKS

1	Transponder	ON / ALT
2	Landing Light	ON / ALT
3	Pitot Heat	ON if required
4	Gyro	Check QFU on RWY, set bug

TAKEOFF

1	Wing Flaps	0°
2	Carburator Heat	Cold
3	Power	Full throttle
4	Elevator Control	Rotate at 50 KIAS
5	Climb speed	65-75 KIAS
6	Transponder	ON / ALT
7	Oil Pressure and Temp	Check

MAXIMUM PERFORMANCE TAKE-OFF

1 Wing Flaps	10°
2 Carburetor Heat	Cold
3 Brakes	Apply
4 Power	Full throttle
5 Brakes	Release
6 Airplane Attitude	Slightly tail low
7 Climb Speed	54 KIAS until obst. Cleared
8 Transponder	ON / ALT
9 Oil Pressure and Temp	Check

ENROUTE CLIMB

1 Airspeed	70 to 80 KIAS
2 Power	Full throttle
3 Mixture	Full rich below 3000ft

CRUISING

1 Power	1900 to 2550 rpm
2 Elevator Trim Control Wheel	Adjust
3 Mixture	Lean for max rpm

LET-DOWN

1 Mixture	Rich
2 Power	As desired
3 Carburetor heat	ON

BEFORE LANDING

- | | |
|-----------------------|---|
| 1 Fuel Selector Valve | BOTH |
| 2 Mixture | Rich |
| 3 Carburetor Heat | Apply full |
| 4 Wing flaps | As desired |
| 5 Airspeed | 60 - 70 KIAS (flaps up)
55 to 65 KIAS (flaps down) |
| 6 GUMPS | |

BALKED LANDING

- | | |
|-------------------|----------------|
| 1 Power | Full throttle |
| 2 Carburetor heat | Cold |
| 3 Wing flaps | Retract to 20° |
| 4 Airspeed | 54 KIAS |

NORMAL LANDING

- 1 Touchdown - Main Wheels first
- 2 Landing roll - Lower nose wheel gently
- 3 Braking - Minimum required

AFTER LANDING

- | | |
|-------------------|------|
| 1 Wing Flaps | Up |
| 2 Carburetor heat | Cold |
| 3 Strobe lights | OFF |
| 4 Landing Light | OFF |

SECURING

- | | |
|------------------------------------|---------------|
| 1 Parking Brake | Set |
| 2 Radio's and Electrical Equipment | OFF |
| 3 Mixture | Idle / Cutoff |
| 4 Ignition and Master switch | OFF |
| 5 Control Lock | Installed |

PRECAUTIONARY LANDING WITH ENGINE POWER

- 1 Drag over selected field with 20° flaps and 60 KIAS
- 2 On downwind, turn off all switches except ignition and master
- 3 Approach with flaps 30° at 55 KIAS
- 4 Unlatch cabin doors on final approach
- 5 Turn off ignition and master before touchdown
- 6 Land in a slightly tail-low attitude

EMERGENCY LANDING WITHOUT ENGINE POWER

- | | |
|---|--------------|
| 1 Mixture | Idle cut-off |
| 2 Fuel Selector Valve | OFF |
| 3 Switches, except MASTER | OFF |
| 4 Airspeed | 65 KIAS |
| 5 Extend flaps as necessary | |
| 6 Airspeed | 60 KIAS |
| 7 Master switch | OFF |
| 8 Unlatch cabin doors on final approach | |
| 9 Land in a slightly tail-low attitude | |
| 10 Apply heavy braking while holding full up elevator | |

DITCHING

- 1 Plan approach into wind if high wind
Low wind, land parallel to swells
- 2 Approach with flaps 30°, -300 ft/min, 55 KIAS
- 3 Unlatch cabin doors on final approach
- 4 Maintain continuous descent until touchdown
in level attitude. Avoid to flare.
- 5 Place coat or cushion in front of face at touchdown
- 6 Evacuate through cabin doors
- 7 Inflate life vest and raft

EXECUTING 180° TURN IN CLOUDS

- 1 Note time of minute hand and observe second hand
- 2 At nearest 1/2 min. of second hand, initiate std. rate left turn for 60 seconds. Then level.
- 3 Check accuracy by checking compass heading
- 4 If necessary, adjust heading with skidding motions
- 5 Maintain altitude and airspeed

EMERGENCY DESCENT THROUGH CLOUDS

- 1 Mixture Full Rich
- 2 Carburetor heat On
- 3 Reduce power : 500 - 800 ft/min descent
- 4 Elevator Trim Wheel Adjust for 70 KIAS
- 5 Keep hands off the control wheel
- 6 Monitor turn coordinator and adjust with rudder alone
- 7 Check compass card trend and correct with rudder to stop the turn
- 8 Out of clouds : resume normal flight

RECOVERY FROM SPIRAL DIVE

- 1 Throttle Closed
- 2 Stop the turn by using coordinated aileron & rudder control to align symbolic airplane in the turn coordinator with horizon
- 3 Cautiously apply back pressure to slowly reduce airspeed to 90 mph
- 4 Adjust elevator trim for 90 mph glide
- 5 Keep hands off the control wheel
- 6 Clear engine occasionally
- 7 Out of clouds : resume normal flight

ENGINE FIRE ON GROUND

- 1 Continue cranking to get a start
- 2 If started, run engine at 1700 rpm for a few minutes
- 3 If no start, continue cranking with throttle full open while ground attendants get fire extinguishers
- 4 When ready to extinguish, release the starter and turn master, ignition and fuel selector OFF
- 5 Extinguish fire
- 6 Inspect damage

ENGINE FIRE IN FLIGHT

- 1 Mixture Idle Cut-off
- 2 Fuel Selector Valve OFF
- 3 Master switch OFF
- 4 Establish 120 mph glide
- 5 Close cabin heat
- 6 Select field for forced landing
- 7 If fire remains, increase glide speed
- 8 Execute forced landing

ELECTRICAL FIRE IN FLIGHT

- 1 Master switch OFF
- 2 All other switches (except ignition) OFF
- 3 Check circuit breakers to identify fault
- 4 Master switch ON
- 5 Select switches on successively (with delay)
- 6 make sure fire is completely out before opening ventilators