

NO UNAUTHORIZED SPINS

NO IFR OPERATIONS AUTHORIZED IN THE C-152

PREFLIGHT CHECKLIST

COCKPIT

AIRCRAFT DOCUMENTSAROW
TACH TIME.....NOTE TIME TO 100 HR / ANNUAL
HOBBS TIME.....RECORD TIME AND NOTE ANY DISCREPANCIES
GUST LOCK REMOVE
RADIO MASTER OFF
ELECTRICAL SWITCHES..... OFF
MAGNETO SWITCH..... OFF
MIXTURE.....IDLE CUT-OFF
MASTER SWITCH ON
FUEL QUANTITY GAUGES CHECK
FLAPS.....EXTEND
EXTERIOR LIGHTS CHECK
MASTER SWITCH OFF
ELEVATOR TRIM..... NEUTRAL
FUEL SHUTOFF VALVE..... ON
SEAT CUSHIONS/LOOSE ITEMS STOW
WINDOWS CHECK, CLEAN
BAGGAGE SECURE

EMPENNAGE

WINDOWS CLEAN
FUSELAGENO DAMAGE
ELEVATOR..... FREE AND SECURE
RUDDER FREE AND SECURE

*****DO NOT MOVE MANUAL RUDDER TRIM*****

TAIL TIEDOWN REMOVE

RIGHT WING

FLAP ROD, TRACK, HINGES INTACT
AILERON.....FREE, SECURE, PIANO HINGES INTACT, COUNTER
BALANCE WEIGHTS INTACT
NAV LIGHTS/ANTI COLLISION LIGHTSCHECK
LEADING EDGE, TOP, BOTTOM OF WING...INTACT/NOTE ANY DAMAGE
TIE DOWN.....REMOVE
TIRE/BRAKESCONDITION, INFLATION
FUEL SUMP DRAIN
FUEL QUANTITY – VERIFY
FUEL FILLER CAP..... SECURE

NORMAL PROCEDURES CESSNA C-152 CRM75

NOSE

ENGINE OIL LEVEL.....CHECK (5-5.5 QTS)
FUEL STRAINERDRAIN ABOUT 4 SEC. AND PUSH SECURE
SPINNER..... SECURE
PROPELLERNO DAMAGE
AIR INTAKE.....CLEAR
ALTERNATOR BELTCHECK
LANDING LIGHT.....CHECK
AIR FILTER.....CLEAR
NOSE STRUT.....PROPER INFLATION
NOSE GEAR TIRE.....CHECK
WINDSHIELD..... CLEAN
STATIC PORT.....CLEAR

LEFT WING

LEADING EDGE, TOP, BOTTOM OF WING...INTACT/NOTE ANY DAMAGE
PITOT TUBE.....CLEAR
STALL WARNING VANECLEAR
FUEL VENTCLEAR
TIE DOWN.....REMOVE
NAV LIGHTS/ANTI COLLISION LIGHTSCHECK
AILERON.....FREE, SECURE, PIANO HINGES INTACT, COUNTER
BALANCE WEIGHTS INTACT
FLAP.....ROD, TRACK, HINGES INTACT
TIRE/BRAKES/STRUTCONDITION, INFLATION
FUEL SUMP.....DRAIN
FUEL QUANTITY VERIFY
FUEL FILLER CAP..... SECURE

WALK AROUND AIRCRAFT

NOTE GENERAL CONDITION

NORMAL PROCEDURES CESSNA C-152 CRM75

BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE VERBALIZED

BEFORE ENGINE START

TACH TIME .. VERBALIZE TIME REMAINING TO 100 HR / ANNUAL
PASSENGER BRIEFCOMPLETE
SEATBELTS AND HARNESSSES FASTEN AND SECURE
CABIN DOOR..... CLOSE AND SECURE

NORMAL ENGINE START

BRAKES..... APPLY TOE BRAKES ONLY
CIRCUIT BREAKERS IN
RADIO MASTER..... OFF
FUEL SHUTOFF VALVE..... ON
MASTER/ALTERNATOR..... ON
BEACON ON
THROTTLEOPEN 1/8 INCH
MIXTURE RICH
CARBURETOR HEAT COLD
PRIMEAS REQUIRED
PRIMER.....LOCKED
AREA.....CLEAR
STARTER..... ENGAGE
OIL PRESSURE CHECK
THROTTLE 1000 RPM

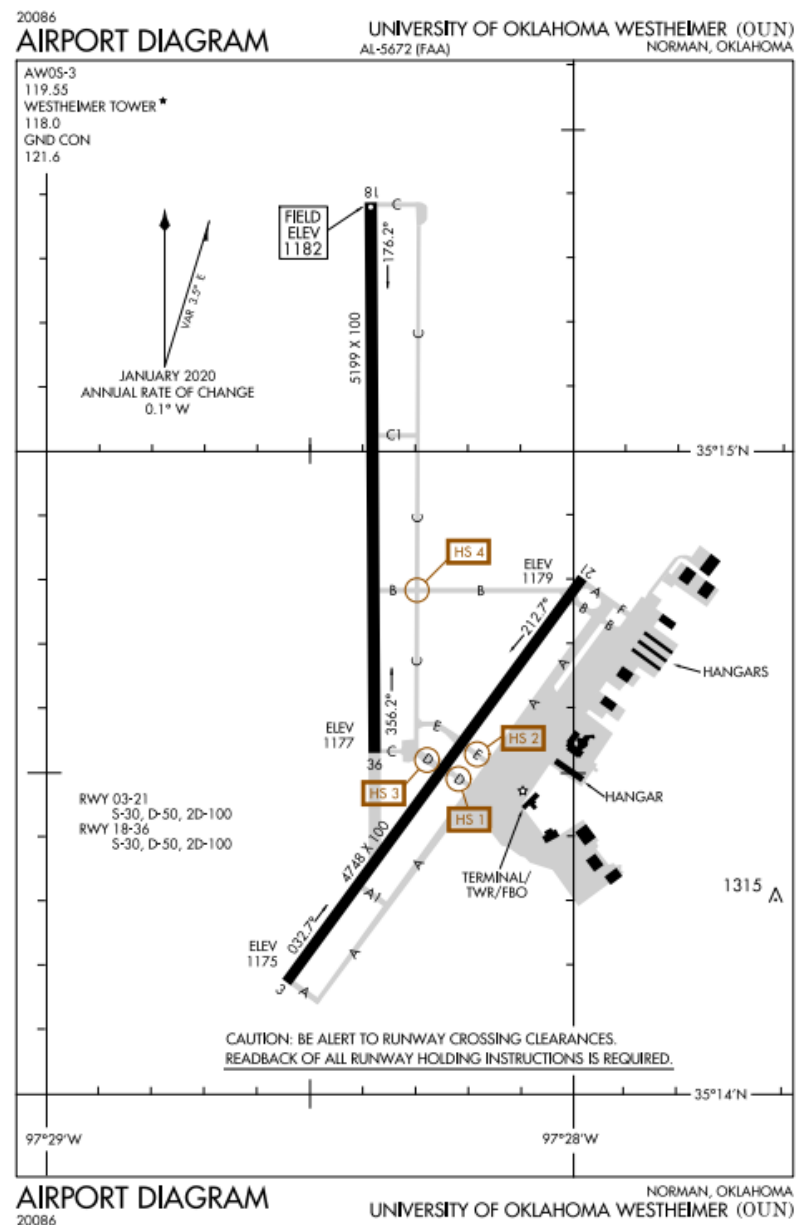
PRE-TAXI

AMMETER.....POSITIVE
FLAPS.....UP
RADIO MASTER..... ON
TRANSPONDER..... LOCAL CODE & ALT
AWOS/ATIS CHECK
ALTIMETER / DGSET
FUEL SELECTOR..... ON
MIXTURE LEAN FOR TAXI

ENGINE RUN-UP

BRAKES APPLY TOE BRAKES ONLY
 FLIGHT CONTROLS FREE AND CORRECT
 ELEVATOR TRIM SET
 PRIMER LOCKED
 MIXTURE FULL RICH BELOW 3000ft
 THROTTLE 1700 RPM
 ENGINE INSTRUMENTS CHECK
 AMMETER CHECK
 VACUUM GAUGE GREEN
 MAGNETOS CHECK L & R
 (MAX -125 EACH; 50 DIFFERENTIAL)

CARBURETOR HEAT CHECK
 THROTTLE 1000 RPM
 FLIGHT INSTRUMENTS SET
 CABIN DOORS CLOSED
 MIXTURE LEAN FOR TAXI



NORMAL PROCEDURES CESSNA C-152 CRM75

BEFORE TAKE-OFF

TYPE OF TAKEOFF.....DETERMINE
 FLAPS.....(0°-10°)
 AIRSPEEDS: ROTATION, CLIMB OUT, BEST GLIDE.....DETERMINE
 PRE-TAKEOFF BRIEFING.....COMPLETE
 STROBES.....ON
 BEACON.....VERIFY ON
 LANDING LIGHT.....ON
 MIXTUREFULL RICH BELOW 3000ft DENSITY ALTITUDE
 PRIMER.....LOCKED
 FUEL SELECTOR.....VERIFY ON
 CABIN DOORS.....LATCHED
 WINDOWS.....AS NEEDED
 TAKE-OFF TIME.....RECORD

** RESET HEADING INDICATOR AFTER TAXIING ONTO RUNWAY**

V_{S0} – 35 KIAS
 V_{S1} – 40 KIAS
 V_R – 50 KIAS
 Climb Speed – 65-75 KIAS
 Best Glide (Flaps up) – 65KIAS
 Best Glide (Flaps down) – 60KIAS
 Cruise Climb – 87 KIAS
 V_{FE} – 85 KIAS
 V_A – 104 KIAS
 V_{NO} – 111 KIAS
 V_{NE} – 149 KIAS

NORMAL PROCEDURES CESSNA C-152 CRM75

CLIMB (BETWEEN 500 AND 1500 AGL)

PITCH.....65-75 KIAS
 POWER.....SET
 TRIM.....SET
 LANDING LIGHT.....OFF
 HEADING INDICATOR.....SET
 MIXTURELEAN AT DENSITY ALTITUDE 3000

CRUISE (AT TOP OF CLIMB FOR X/C AND LCL FLIGHTS)

POWER.....1900 - 2550 RPM
 MIXTURE.....LEAN
 TRIM.....SET
 HEADING INDICATOR.....SET

IN-RANGE (BEFORE TURNING TO OUN OR T.O.D.)

AWOS/ATIS.....CHECK
 ALTIMETER.....SET
 MIXTURERICH
 LANDING LIGHT.....ON
 SEATBELTS.....FASTEN AND SECURE
 CARBURETOR HEATON BELOW RPM GREEN ARC

BEFORE LANDING (MIDFIELD DOWNWIND)

TYPE LANDING.....DETERMINE
 FLAP SETTING ON FINAL.....DETERMINE
 APPROACH SPEED ON FINALCALCULATE (GUST SPREAD)

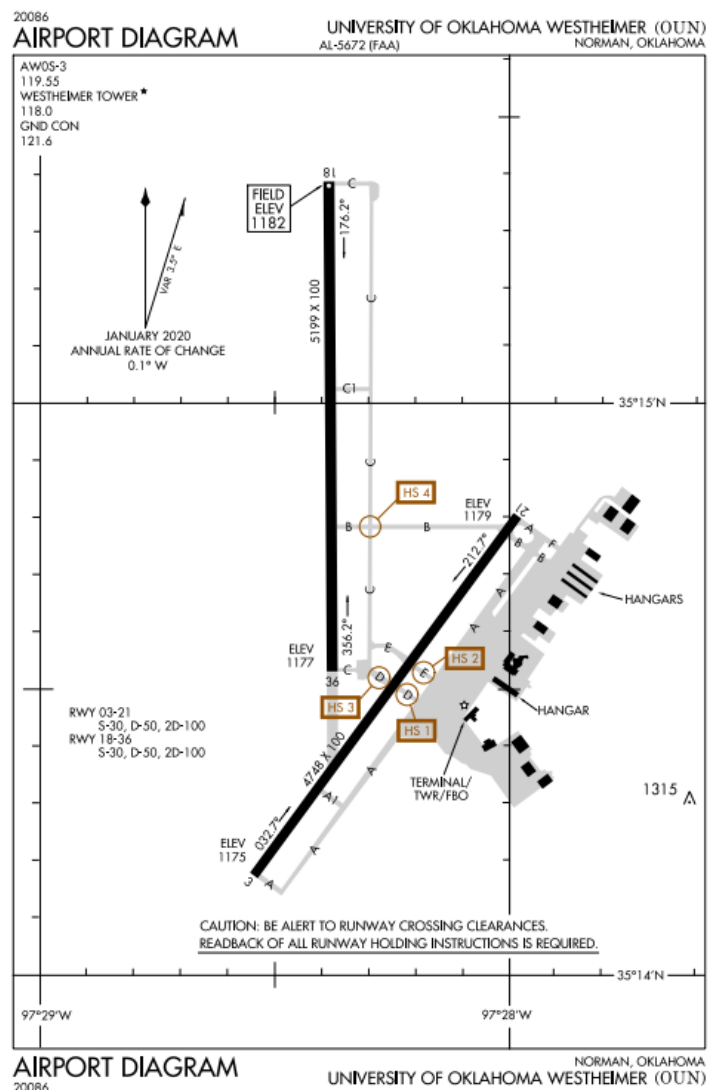
Approach Speed
 60-70KIAS (Flaps up)
 55-65 KIAS (Flaps down)
 54 KIAS (Short field landing)

 55 KIAS (Balked Landing)

NORMAL PROCEDURES CESSNA C-152 CRM75

AFTER LANDING (AFTER CLEARING RUNWAY)

FLAPS..... RETRACTED
 LANDING LIGHT..... OFF
 TRANSPONDER.....LOCAL CODE
 CARB HEAT COLD
 MIXTURE LEAN FOR TAXI



NORMAL PROCEDURES CESSNA C-152 CRM75

BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE VERBALIZED

ENGINE SHUTDOWN

THROTTLE..... 1000 RPM
 RADIO MASTER..... OFF
 ELECTRICAL SWITCHES..... OFF
 NAV, PANEL & OVERHEAD LIGHTS CHECK OFF
 MIXTURE IDLE CUT-OFF
 MASTER OFF
 MAGNETOS..... OFF
 WINDOWS..... CLOSED
 GUST LOCK INSTALL
 HOBBS TIME..... RECORD

POST-FLIGHT

CABIN DOORS.....SECURED
 AIRCRAFT TIE DOWN

TIE DOWN BOTH WINGS

CLOSE FLIGHT PLAN (IF APPLICABLE)
 POST FLIGHT WALK AROUNDNOTE GENERAL CONDITION

EMERGENCY PROCEDURES CESSNA C-152 CRM75

ENGINE FIRE – DURING START

STARTER.....CONTINUE CRANKING
MIXTURE..... IDLE CUT-OFF
FUEL SHUTOFF VALVE..... OFF

IF FIRE CONTINUES

MASTER..... OFF
→ EVACUATE AIRCRAFT
→ USE FIRE EXTINGUISHER IF AVAILABLE
→ CONTACT FIRE DEPARTMENT

ENGINE FIRE – IN FLIGHT

MIXTURE..... IDLE CUT-OFF
FUEL SHUTOFF VALVE..... OFF
THROTTLE..... CLOSED
CABIN HEAT..... OFF
DEFROSTER..... OFF
→ INITIATE EMERGENCY DESCENT (85KIAS and above)
→ PLAN FOR OFF-AIRPORT LANDING

ELECTRICAL FIRE

MASTER SWITCH..... OFF
VENTS..... OPEN
WINDOWS..... OPEN
CIRCUIT BREAKERS.....CHECK FOR POPPED BREAKER

ENGINE FAILURE OR LOSS OF POWER

AIRSPPEED..... PITCH VG (Clean) – 60KTS
CARB HEAT..... ON
PRIMER..... LOCKED
MIXTURE..... FULL RICH
FUEL SHUTOFF VALVE.....CHECK ON
MAGNETOS..... CYCLE L– R – BOTH
THROTTLE..... OPEN
TRANSPONDER..... SQUAWK 7700
COMM..... 121.5 MAYDAY

ENGINE SECURE IN FLIGHT

MIXTURE..... IDLE CUT-OFF
FUEL SELECTOR..... OFF
MAGNETOS..... OFF
THROTTLE..... CLOSED

EMERGENCY PROCEDURES CESSNA C-152 CRM75

OFF AIRPORT LANDING

ENGINE..... SECURE
SEATBELTS..... ON AND SECURE
DOORS..... UNLATCHED
ELT..... ARM
MASTER SWITCH..... OFF
AIRSPEED..... 60 KTS/FLAPS EXT
PLAN SHORT FIELD LANDING

AFTER LANDING

→ ACTIVATE ELT
→ EVACUATE AIRCRAFT
→ ADMINISTER FIRST AID

ELECTRICAL OVERLOAD

ALT SWITCH..... OFF
ELECTRICAL LOAD..... MINIMIZE

ELECTRICAL FAILURE

ELECTRICAL LOAD..... REDUCE
ALT SWITCH..... RECYCLE
ALT CIRCUIT BREAKER..... RESET

SPIN RECOVERY

THROTTLE..... IDLE
AILERONS..... NEUTRAL
RUDDER..... OPPOSITE ROTATION
ELEVATOR..... FORWARD
WHEN ROTATION STOPS NEUTRALIZE CONTROLS
AND RECOVER TO LEVEL FLIGHT

RADIO FAILURE

MIC JACK..... CHECK
VOLUME..... CHECK AND TESTED
CIRCUIT BREAKERS..... CHECK IN
FREQUENCY..... VERIFY
TRANSPONDER..... SQUAWK 7600
NAV..... LISTEN ON VOR FREQUENCY
→ OBSERVE FLOW OF TRAFFIC
→ ENTER THE PATTERN 45° TO DOWNWIND
→ WATCH FOR LIGHT GUN SIGNAL
→ LAND IN SEQUENCE