INITIAL

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

EXTERIOR SUMMARY
After Geographical Check

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

INTERIOR

Passenger Brief
Hobbs / Tach Time
Circuit Breakers
Alternate Static
Brakes – Pedal Test

START

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.

PRE-TAXI / TAXI

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

RUN-UP

Brakes – Set
Fuel – On
Trim – Takeoff
Flight Controls
Instruments
Mixture – Best Power
Primer – In & Lock

1700 RPM
Mags (*R & L*) – Test
Carb Heat – Test
Vacuum
Amps / Volts
Oil Pressure
Oil Temperature
Idle – Check Closed
Throttle Friction

PRE-TAKEOFF

Flaps – 0°-10°
Mixture – Best Power
Carb Heat-Off *Or As Req.*
Pitot Heat – As Req.
H.I. To Compass
Doors / Windows
XPDR – Alt + Sqwk
Landing Light – On
Strobes – On
Time – Note
Brakes – Release

Abort Plan - Ready!

TAKEOFF

Full Throttle
2280 RPM *(Min)*
Oil Pressure
Rotate * **50** *(58)*
Vy – **67** *(77)*
Flaps – Up

CLIMB

70-80 *(81-92)*
Power
Mixture
Instruments
Taxi / Land Light – Off
Flight Plan – Open

CRUISE

Power
Mixture
Instruments
H.I. To Compass

DESCENT

Mixture – Richen
Fuel – On
Carb Heat – As Req.
ATIS / AWOS
Altimeter – Set
Instruments
H.I. To Compass

PRE-LANDING

Landing Light – On
Seat Belt / Harness
Mixture – Best Power
Carb Heat – On
Fuel – On
Flaps – As Req.

LANDING

Flaps – 30° *Or As Req*
Speed * **55** *(63)*

G. U. M. P. F. S.

GO AROUND
Power – Full
Carb Heat – Off
Positive Rate Climb
Flaps – Retract Slowly

AFTER LANDING

Flaps – Up
Carb Heat – Off
Strobes – Off
Landing Light – Off
Taxi Light – As Req.
Pitot Heat – Off
Mixture – As Req.
Trim – Takeoff
XPDR – STBY

SECURING

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

Close Flight Plan

* *Adjust Speed As Needed For Conditions*

Vr • Rotation Speed – **50** *(58)*	**Vs_0** • Stall with Flaps – **35** *(40)*	**Va** • Max Abrupt *(1470 lbs)* – **98** *(113)*	**Vfe** • Flaps Extended – **85** *(98)*
Vx • Best Angle Climb – **55** *(63)*	**Vs** • Stall w/o Flaps – **40** *(46)*	**Va** • Max Abrupt *(Full Gross)* – **104** *(120)*	**X Wind** • Max Demo'd – **12** *(14)*
Vy • Best Rate Climb – **67** *(77)*	**Best Glide** *(1470 lbs)* – **56** *(64)*	**Vno** • Max Structural Cruise – **111** *(128)*	
	Best Glide *(Full Gross)* – **60** *(69)*	**Vne** • Never Exceed – **149** *(171)*	

	KNOTS *(MPH)*	FLAPS °	– NOTES –
DEPARTURE			
Rotation *	**50** *(58)*	0	Short Field w/ Obstacle: 10° Flaps. Climb **54** *(62) Until Clear.*
Best Angle Climb	**55** *(63)*	0	Soft or Short Field w/o Obstacle: 10° Flaps.
Best Rate Climb	**67** *(77)*	0	
CRUISE *(TAS -5,000')*			
Economy	**85** *(98)*	0	2150 RPM – 4.7 GPH – 55%
Normal	**92** *(106)*	0	2300 RPM – 5.4 GPH – 65%
Maximum	**99** *(114)*	0	2450 RPM – 6.2 GPH – 75%
ARRIVAL			
Approach	**70** *(81)*	10-20	1700 RPM *(Initially)*
Short Final *	**55** *(63)*	30	Idle-1200 RPM

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.

VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 ELA = 12

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. 31.5 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: 24.5 Gallons *(37.5 L.R. Tanks)*
Oil Capacity: 6 Quarts *(Minimum 4)*
Electrical: 24-28 VOLT / 60 AMP
Tire Pressure: Nose - 30 PSI / Main - 21 PSI