

Use at your own risk. The pilot must refer to the FAA approved documents for the correct information, and is responsible for safe operation of aircraft.

Cessna 152 v1.8 11/15/2017	
<p>PREFLIGHT Pitot Tube Cover - REMOVED Gust Lock - REMOVED Hobbs – Recorded. Enter flight into Flight Log System Master – ON Flaps – 20° Fuel Gauges – CHECK Exterior Lights - CHECK Interior Lights - CHECK Master – OFF Tires/Brakes – Press/Leaks (Main 21 psi - Nose 30 psi) Fuel Caps & Quantity Fuel Vents - Clear Oil level: 4 MIN / 5 MAX Qts. Nose strut - Correct travel Prop / Spinner - Inspect Static Port - Clear Wing Fuel Drains Engine Fuel Strainer Final Walk Around START Seats – LOCKED Seat Belts – FASTEN Brakes – SET Passenger Briefing Fuel – ON Circuit Breakers – IN Avionics – OFF Mixture – RICH Carb Heat – COLD Prime – As Required (max 3) Throttle – Open ½ Inch Clear Prop Master–ON, Electronic Mag -ON Engage Starter - (max 20 sec crank if no start)</p>	<p>AFTER START Throttle – 1000 RPM Oil Pressure– in green < 30 seconds Flaps – UP Mixture – LEAN FOR TAXI Avionics – ON Beacon – ON Landing Light - ON Nav Lights – As Required Transponder – ALT Mode</p> <p>RUNUP Doors & Windows – LATCHED Controls – FREE & CORRECT Flaps – UP Trim – TAKEOFF Throttle – 1700 RPM Mixture – BEST POWER Vacuum – Check (4.6”-5.4”) MAG TEST: Note: Electronic Ignition on L mag. Drop will be different (R < 150 rpm, L < 50 rpm) When switching R to Both there will be a slight loss of power, this is normal. Switch mag positions quickly to minimize momentary loss of power. Carb Heat – TEST Alternator – Charging / Low V light off Throttle – 1000 RPM Instruments – CHECK/SET Seat Belts – SECURE COM – First Freq 122.7 KMAN NAV – 113.3 BOI VOR OBS – SET Charts & Log – READY Headset – ON SEE OTHER SIDE FOR BEFORE TAKEOFF CHECK</p>
<p>Emergency: Com 121.5 / Squawk 7700 Loss Com. Squawk 7600 FSS BOI: 122.2 / 122.6 KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9 Big Sky App/Dep: North 126.9 / South 119.6 BOI Twr 118.1 / Gnd 121.7</p>	

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<p>BEFORE TAKEOFF: • Flaps UP or 10° • Carb Heat OFF • Transponder ALT • Landing Lights/Strobes ON Clearing circle for Pattern Traffic What is your ABORT Plan?</p>	
<p>TAKEOFF Normal: Rotate 50 kts Vy 67 kts (61 kts @ 10,000') Short/Soft: Flaps 10° Vx 54 kts (59 kts @ 10,000')</p>	
<p>CRUISE CLIMB 70-80 kts BEST GLIDE 60 kts (flaps up)</p>	
<p>>1000' AGL • Oil Pres/Temp • Ammeter • Vacuum</p>	
<p>CRUISE • Maximum Continuous RPM =2440 • Max 75% power • Mixture LEAN for max RPM • Heading Indicator SET • Routinely Check Gauges: Oil Press/Temp • Ammeter • Vacuum • Fuel</p>	
<p>LANDING • Landing Light ON • Carb Heat ON • Mixture ENRICH Approach at 55-65 kts</p>	
<p>GO AROUND • Full Throttle • Pitch up • Carb Heat OFF • Flaps retract to 20° • <i>Climbing & above 55 kts</i> retract flaps</p>	
<p>AFTER LANDING • Carb Heat OFF • Flaps UP • Mixture LEAN for taxi</p>	
<p>SHUTDOWN • Avionics/Lights OFF • Mixture OFF • Master OFF • Mags OFF • Flight Plan CLOSED • Gust Lock & Pitot Tube Cover- INSTALLED</p>	
<p>POSTFLIGHT • Hobbs Time RECORD • Windows & Leading Edges CLEAN • Wheel Chocks SET • Seat Belts SECURE • Interior CLEAN • Airplane LOCKED • Flight Log ENTERED • Flight Plan CLOSED • Hangar SECURE • Padlock Set 0000 • Lights OFF</p>	
<p>CAS KTS Vso 35 Vs1 40 Vfe 85 Va 1670 104 Va 1500 98 Va 1350 93 Vno 111 Vne 149</p>	<p>Recommended Pattern Speeds/ Approx Pwr Settings Downwind : 80 - 85 Kts 2000 RPM Abeam: 70 - 75 Kts 1500 RPM Base: 65 - 70 Kts 1500 RPM Final: 55 - 60 Kts 1500 RPM (Full Flaps – No Flaps)</p>