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| **Cessna 152 v1.8 11/15/2017** |
| PREFLIGHTPitot Tube Cover - REMOVEDGust Lock - REMOVEDHobbs – Recorded. Enter flightinto Flight Log SystemMaster – ONFlaps – 20°Fuel Gauges – CHECKExterior Lights - CHECKInterior Lights - CHECKMaster – OFFTires/Brakes – Press/Leaks(Main 21 psi - Nose 30 psi)Fuel Caps & QuantityFuel Vents - ClearOil level: 4 MIN / 5 MAX Qts.Nose strut - Correct travelProp / Spinner - InspectStatic Port - ClearWing Fuel DrainsEngine Fuel StrainerFinal Walk AroundSTARTSeats – LOCKEDSeat Belts – FASTENBrakes – SETPassenger BriefingFuel – ONCircuit Breakers – INAvionics – OFFMixture – RICHCarb Heat – COLDPrime – As Required (max 3) Throttle – Open ½ InchClear PropMaster–ON, Electronic Mag -ONEngage Starter - (max 20 sec crank if no start) | AFTER STARTThrottle – 1000 RPMOil Pressure– in green < 30 secondsFlaps – UPMixture – LEAN FOR TAXIAvionics – ONBeacon – ONLanding Light - ONNav Lights – As RequiredTransponder – ALT ModeRUNUPDoors & Windows – LATCHEDControls – FREE & CORRECTFlaps – UPTrim – TAKEOFFThrottle – 1700 RPMMixture – BEST POWERVacuum – 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 – TESTAlternator – Charging / Low V light offThrottle – 1000 RPMInstruments – CHECK/SETSeat Belts – SECURECOM – First Freq 122.7 KMANNAV – 113.3 BOI VOROBS – SETCharts & Log – READYHeadset – ON**SEE OTHER SIDE FOR****BEFORE TAKEOFF CHECK** |
| Emergency: Com 121.5 / Squawk 7700Loss Com. Squawk 7600FSS BOI: 122.2 / 122.6KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9Big Sky App/Dep: North 126.9 / South 119.6BOI Twr 118.1 / Gnd 121.7 |

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| **Cessna 152 v1.8 11/15/2017** |
| **BEFORE TAKEOFF:** • Flaps **UP** or 10° • Carb Heat **OFF**• Transponder **ALT** •Landing Lights/Strobes **ON** Clearing circle for Pattern TrafficWhat is your **ABORT** Plan? |
| **TAKEOFF**Normal: Rotate 50 kts **Vy 67 kts** (61 kts @ 10,000’)Short/Soft: Flaps 10° **Vx 54 kts** (59 kts @ 10,000’) |
| **CRUISE CLIMB 70-80 kts****BEST GLIDE 60 kts (flaps up)** |
| **>1000’ AGL**• Oil Pres/Temp • Ammeter • Vacuum |
| **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 |
| **LANDING** • Landing Light **ON**• Carb Heat **ON** • Mixture **ENRICH**Approach at **55-65 kts** |
| **GO AROUND**• Full Throttle • Pitch up • Carb Heat **OFF**• Flaps retract to **20°** • *Climbing & above* ***55 kts*** retract flaps |
| **AFTER LANDING**• Carb Heat **OFF** • Flaps **UP** • Mixture **LEAN** for taxi |
| **SHUTDOWN**• Avionics/Lights **OFF** • Mixture **OFF** • Master **OFF** • Mags **OFF**• Flight Plan **CLOSED** • Gust Lock & Pitot Tube Cover- **INSTALLED** |
| **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** |
| *CAS KTS***Vso 35****Vs1 40****Vfe 85****V****a 1670 104****Va 1500 98****Va 1350 93****Vno 111****Vne 149** |  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)  |