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.

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| **Cessna 152 v1.9 7/31/2020** |
| PREFLIGHTPitot Tube Cover - **REMOVED**Gust Lock - **REMOVED**Hobbs – Record into Flight Log Tach - Check < Oil Change TimeAvionics – OFF (Com Radios)Master – 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 – INMixture – 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 – TAKEOFFMixture – FULL RICH (Lean for Best Power above 3,000’ DA) Throttle – 1700 RPMVacuum – 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 |
| **BEFORE TAKEOFF**  Flaps **UP** OR 10°• Carb Heat **OFF** •• Landing Lights/Strobes **ON** • Headset **ON** • Transponder - **ALT****-** Clearing circle for Pattern Traffic• What is your **ABORT** Plan? |

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| **Cessna 152 v1.9 7/31/2020** |
| **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 to **peak EGT**, then ENRICH 50˚F rich of peak for Best power• Heading Indicator **SET** • Routinely Check Gauges:Oil Press/Temp • Ammeter • Vacuum • Fuel |
| **LANDING** • Landing Light **ON**• Carb Heat **ON** • Mixture **RICH**Approach at **55-65 kts** |
| *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)  |
| **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 & Tach Time **RECORD** • Windows & Leading Edges **CLEAN** • Wheel Chocks **SET** • Seat Belts **SECURE** • Interior **CLEAN**• Airplane **LOCKED** • Flight Log **ENTERED** • Flight Plan **CLOSED** • Hangar **SECURE** • Lights **OFF** • Doors **LOCKED** |
| Emergency: Com 121.5 / Squawk 7700Loss Com. Squawk 7600KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9BOI App/Dep:119.6 unless directed to 126.9 FSS BOI: 122.6 |