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 v1.10 8/31/2022** | |
| PREFLIGHT Pitot Tube Cover - **REMOVED**  Gust Lock - **REMOVED**  Hobbs – Record into Flight Log Tach - Check < Oil Change Time  Avionics – OFF (Com Radios)  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  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) | 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 RUNUP Doors & Windows – LATCHED  Controls – FREE & CORRECT  Flaps – UP  Trim – TAKEOFF  Mixture – FULL RICH (Lean for Best Power above 3,000’ DA)  Throttle – 1700 RPM  MAG TEST: Note: Electronic Ignition on L mag. Drop will be different  (R < 125 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 |
| **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 v1.10 8/31/2022** | |
| **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** | |
| *KIAS KTS*  **Vso 35**  **Vs 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 7700  Loss Com. Squawk 7600  KMAN ASOS:118.325 KEUL ASOS :135.07 KBOI ATIS:123.9  BOI App/Dep:119.6 unless directed to 126.9 FSS BOI: 122.6 | |