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Cessna 152 v1.9 7/31/2020	
<p><b>PREFLIGHT</b>            Pitot Tube Cover - <b>REMOVED</b>            Gust Lock - <b>REMOVED</b>            Hobbs – Record into Flight Log            Tach - Check &lt; 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 &amp; 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</p> <p><b>START</b>            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)</p>	<p><b>AFTER START</b>            Throttle – 1000 RPM            Oil Pressure– in green &lt; 30 seconds            Flaps – UP            Mixture – LEAN FOR TAXI            Avionics – ON            Beacon – ON            Landing Light - ON            Nav Lights – As Required            Transponder – ALT Mode</p> <p><b>RUNUP</b>            Doors &amp; Windows – LATCHED            Controls – FREE &amp; CORRECT            Flaps – UP            Trim – TAKEOFF            Mixture – FULL RICH (Lean for Best Power above 3,000’ DA)            Throttle – 1700 RPM            Vacuum – Check (4.6”-5.4”)            MAG TEST: Note: Electronic Ignition on L mag. Drop will be different (R &lt; 150 rpm, L &lt; 50 rpm)            When switching R to Both there will be a slight loss of power, this is normal. Switch mag positions <b>quickly</b> 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 &amp; Log – READY            Headset – ON</p>
<p><b>BEFORE TAKEOFF</b> Flaps <b>UP</b> OR 10° • Carb Heat <b>OFF</b> •            • Landing Lights/Strobes <b>ON</b> • Headset <b>ON</b> • Transponder - <b>ALT</b>            - Clearing circle for Pattern Traffic            • What is your <b>ABORT</b> Plan?</p>	

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<p><b>TAKEOFF</b>            Normal: Rotate 50 kts <b>Vy 67 kts</b> (61 kts @ 10,000’)            Short/Soft: Flaps 10° <b>Vx 54 kts</b> (59 kts @ 10,000’)</p>	
<p><b>CRUISE CLIMB</b> <b>70-80 kts</b>  <b>BEST GLIDE</b> <b>60 kts (flaps up)</b></p>	
<p><b>&gt;1000’ AGL</b>            • Oil Pres/Temp • Ammeter • Vacuum</p>	
<p><b>CRUISE</b> • <b>Maximum Continuous RPM =2440</b>            • Max 75% power • Mixture LEAN to <b>peak EGT</b>, then ENRICH 50° F rich of peak for Best power            • Heading Indicator <b>SET</b> • Routinely Check Gauges:            Oil Press/Temp • Ammeter • Vacuum • Fuel</p>	
<p><b>LANDING</b>            • Landing Light <b>ON</b>            • Carb Heat <b>ON</b> • Mixture <b>RICH</b>            Approach at <b>55-65 kts</b></p>	
<p>CAS KTS  <b>Vso 35</b>  <b>Vs1 40</b>  <b>Vfe 85</b>  <b>Va 1670 104</b>  <b>Va 1500 98</b>  <b>Va 1350 93</b>  <b>Vno 111</b>  <b>Vne 149</b></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>
<p><b>GO AROUND</b> • Full Throttle • Pitch up • Carb Heat <b>OFF</b>            • Flaps retract to <b>20°</b> • <i>Climbing &amp; above 55 kts</i> retract flaps</p>	
<p><b>AFTER LANDING</b> • Carb Heat <b>OFF</b>            • Flaps <b>UP</b> • Mixture <b>LEAN</b> for taxi</p>	
<p><b>SHUTDOWN</b>            • Avionics/Lights <b>OFF</b> • Mixture <b>OFF</b> • Master <b>OFF</b> • Mags <b>OFF</b>            • Flight Plan <b>CLOSED</b> • Gust Lock &amp; Pitot Tube Cover- <b>INSTALLED</b></p>	
<p><b>POSTFLIGHT</b>            • Hobbs &amp; Tach Time <b>RECORD</b> • Windows &amp; Leading Edges <b>CLEAN</b>            • Wheel Chocks <b>SET</b> • Seat Belts <b>SECURE</b> • Interior <b>CLEAN</b>            • Airplane <b>LOCKED</b> • Flight Log <b>ENTERED</b> • Flight Plan <b>CLOSED</b>            • Hangar <b>SECURE</b> • Lights <b>OFF</b> • Doors <b>LOCKED</b></p>	
<p><b>Emergency: Com 121.5 / Squawk 7700</b>            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</p>	