

Cessna 152

Preflight Checklist

Cabin

1. Plane Binder—**in plane**
2. Log Sheet—**complete and sign (including passengers)**
3. Squawk Sheet—**check**
4. Control Wheel Lock—**remove**
5. Ignition Switch—**off (key on dash)**
6. Avionics Switch—**off**
7. Electrical Switches—**off**
8. Master Switch—**on**
9. Flaps—**down**
10. Fuel Gauges—**check**
11. Exterior Lights—**check**
12. Pitot Tube—**remove cover, check heat, check for stoppage**
13. Interior Lights—**check**
14. Master Switch—**off**
15. Fuel Shutoff Valve—**on**

Empennage

1. Left Side—**check for damage**
2. Rudder Gust Lock—**remove**
3. Tail Tie-Down—**disconnect**
4. Control Surfaces—**check for freedom of movement and security**
5. Right Side—**check for damage**

Right Wing

1. Flap—**check for security**
2. Aileron—**check for freedom of movement, security, weights**
3. Wing Tie-Down—**disconnect**
4. Wheel Chock—**remove**
5. Main Wheel Tire—**check for inflation (21 PSI) and condition**

6. Fuel Tank Sump Valve—**sample and check before refueling**
7. Fuel Quantity—**check with fuel stick**
8. Fuel Filler Cap—**secure**

Nose

1. Engine Oil Level—**check (add a quart when level**

reaches 4 quarts, 6 quarts for extended flight)

2. Strainer Drain Knob—**pull for 4 seconds (1st flight of day and after refueling)**
3. Propeller and Spinner—**check for nicks and security**
4. Air Intakes and Alternator Belt—**check**
5. Landing Light—**check**
6. Carburetor Air Filter—**check for restrictions**
7. Nose Wheel Strut and Tire—**check for inflation (30 PSI) and condition**
8. Static Source Opening—**check for stoppage**

Left Wing

1. Fuel Tank Sump Valve—**sample and check before refueling**
2. Fuel Quantity—**check with fuel stick**
3. Fuel Filler Cap—**secure**
4. Wheel Chock—**remove**
5. Main Wheel Tire—**check for inflation (21 PSI) and condition**
6. Fuel Tank Vent—**check for stoppage**
7. Stall Warning Opening—**check for stoppage and function**
8. Wing Tie-Down—**disconnect**
9. Aileron—**check for freedom of movement, security, weights**
10. Flap—**check for security**

Engine Start Checklist

1. Preflight—**complete**
2. Seats—**upright**
3. Seatbelts, Harnesses—**fasten and adjust**
4. Passenger Briefing—**complete**
5. Fuel Shutoff Valve—**on**
6. Avionics Power Switch—**off**
7. Electrical Switches—**off**
8. Circuit Breakers—**check in**
9. Mixture—**rich**
10. Carburetor Heat—**off**

11. Primer—**up to 3 strokes, close and lock**
12. Throttle—**open 1/2 inch**
13. Brakes—**set**
14. Master Switch—**on**
15. Beacon Light—**on**
16. Navigation Lights—**on**
17. Propeller Area—**clear**
18. Ignition Switch—**start (release when engine starts)**
19. Throttle—**1000-1200 RPM**
20. Oil Pressure—**check**
21. Flaps—**up**
22. Ammeter—**check**
23. Avionics Power Switch—**on**
24. Radios—**on**
25. Altimeter—**set**
26. Heading Indicator—**set**
27. Transponder—**standby**

Taxi Checklist

1. Brakes—**test**
2. Mixture—**rich**
3. Compass—**check**
4. Attitude Indicator—**adjust and check**
5. Turn Coordinator—**check**
6. Rate of Turn Indicator—**check**
7. Heading Indicator—**check**

Before Takeoff Checklist

1. Brakes—**set**
2. Flight Controls—**free and correct**
3. Elevator Trim Control—**set for takeoff**
4. Fuel Shutoff Valve—**on**
5. Mixture—**rich (below 5000 feet)**
6. Carburetor Heat—**off**
7. Throttle—**1700 RPM**
 - (a) Magnetos—**check (RPM drop should not exceed 125 RPM on either mag or 50 RPM difference between mags), clear plugs as needed**
 - (b) Carburetor Heat—**check for RPM drop, then off**
 - (c) Fuel Gauges—**check**
 - (d) Oil Pressure—**check**

- (e) Oil Temperature—**check**
- (f) Ammeter—**check**
- (g) Suction Gauge—**check**
(4.6 to 5.4 inches)
- 8. Throttle—**check idle, then 1000–1200 RPM**
- 9. Airspeed Indicator—**check**
- 10. Attitude Indicator—**recheck**
- 11. Heading Indicator—**recheck**
- 12. Vertical Speed Indicator—**check**
- 13. Radios—**set**
- 14. VORs—**set**
- 15. GPS—**programmed**
- 16. Flaps—**as required (check visually)**
- 17. Seats, Seatbelts, Harnesses—**check**

MALTTD

- 1. Mixture—**rich (unless above 5000 density altitude)**
- 2. Altimeter—**set**
- 3. Landing Light—**on**
- 4. Transponder—**ALT, check squawk code**
- 5. Trim—**set for takeoff**
- 6. Doors and Windows—**locked**

Takeoff Checklist

- 1. Flaps—**0°–10°**
- 2. Carburetor Heat—**off**
- 3. Throttle—**full**
- 4. Rotate—**50 KIAS**
- 5. Climb—**67 KIAS**

Climb Checklist

- 1. Airspeed—**72 to 77 KIAS**
- 2. Mixture—**rich (lean above 5000 feet density altitude for maximum RPM)**
- 3. Throttle—**full**

Cruise Checklist

- 1. Throttle—**1900 to 2400 RPM (do not exceed 65% BHP)**
- 2. Mixture—**lean for peak RPM**
- 3. Landing Light—**off**

Before Landing Checklist

- 1. Carburetor Heat—**on**
- 2. Mixture—**rich (unless above 5000 density altitude)**

- 3. Fuel Gauges—**check**
- 4. Engine Instruments—**check**
- 5. Landing Light—**on**
- 6. Seats—**upright**
- 7. Seatbelts, Harnesses—**fasten and adjust**
- 8. Airspeed—**60 to 70 KIAS (flaps up), 55 to 65 KIAS (flaps down)**
- 9. Flaps—**as desired (V_{FE} is 85 KIAS)**

After Landing Checklist

- 1. Carburetor Heat—**off**
- 2. Flaps—**up**
- 3. Landing Light—**off**
- 4. Transponder—**standby**

Shut Down Checklist

- 1. Avionics Power Switch—**off**
- 2. Electrical Switches—**off**
- 3. Throttle—**increase RPM to 1800 for 15 seconds, then reduce to 1200**
- 4. Mixture—**idle cut-off**
- 5. Ignition Switch—**off (key on dash)**
- 6. Master Switch—**off**
- 7. Control Wheel Lock—**install**
- 8. Wing Tie-Downs—**connect**
- 9. Wheel Chocks—**replace**
- 10. Doors and Windows—**lock**
- 11. Cockpit Cover—**replace**

Emergencies

Engine Failure

- 1. Airspeed—**60 KIAS**
- 2. Choose landing site and turn
- 3. Carburetor Heat—**on**
- 4. Fuel Shutoff Valve—**on**
- 5. Mixture—**rich**
- 6. Primer—**in and locked**
- 7. Magnetos—**check left and right, then back to both**
- 8. Ignition Switch—**both (or start if prop is stopped)**

Forced Landing

- 1. Seats—**upright**
- 2. Seatbelts, Harnesses—**fasten and adjust**
- 3. Mixture—**idle cut-off**
- 4. Fuel Shutoff Valve—**off**
- 5. Ignition Switch—**off**
- 6. Flaps—**as required (30° recommended)**
- 7. Master Switch—**off**

- 8. Doors—**unlatch**
 - 9. Airspeed—**65 KIAS (flaps up), 60 KIAS (flaps down)**
- Engine Fire in Flight**
- 1. Mixture—**idle cut-off**
 - 2. Fuel Shutoff Valve—**off**
 - 3. Master Switch—**off**
 - 4. Cabin Heat and Air—**off**
 - 5. Airspeed—**85 KIAS**
- Electrical Fire in Flight**

- 1. Master Switch—**off**
- 2. Electrical Switches—**off**
- 3. Avionics Power Switch—**off**
- 4. Vents, Cabin Heat and Air—**closed**
- 5. Fire Extinguisher—**Activate**
If fire is out and electrical power is needed:
- 6. Master Switch—**on**
- 7. Circuit Breakers—**check to identify faulty circuit (leave off)**
- 8. Electrical Switches—**turn on successively to identify faulty circuit**
- 9. Vents, Cabin Heat and Air—**open**

Limitations

V_{FE}—**85 KIAS**

V_{NO}—**111 KIAS**

V_{NE}—**149 KIAS**

At Maximum Gross Weight:

V_{S0}—**35 KIAS**

V_{S1}—**40 KIAS**

V_Y—**67 KIAS**

V_X—**54 KIAS**

V_A—**104 KIAS**

Max. Gross Weight—**1670 lbs.**

Usable Fuel—**24.5 gals.**

Frequencies

- OAK ATIS—**133.775**
- OAK Clearance—**121.1**
- OAK Ground—**121.9**
- OAK Tower—**118.3**
- NORCAL (north)—**120.9, 127.0**
- NORCAL (east)—**125.35**
- OAK VOR—**116.8**
- OAK ILS 27R—**109.9**
- Oakland Radio—**122.2**

Telephone Numbers

- Flight Service—**800 992-7433**
- OAK ATIS—**510 635-5850**
- OAK Tower—**510 273-7410**
- KaiserAir—**510 569-9622**