

# D-EIHI Cessna F152

## Normal Checklist

COCKPIT	
Pre-Flight Inspection	<b>COMPLETED</b>
Papers	<b>ABOARD</b>
Seat Belts	<b>FASTENED</b>
Cabin Doors	<b>CLOSED/CKD</b>
Carb Heat	<b>OFF</b>
Circuit Breakers	<b>CHECKED</b>
Brakes	<b>SET</b>

AFTER START	
Avionic Master	<b>ON</b>
Gyro	<b>SET</b>
Transponder	<b>GND / STBY</b>
Trim	<b>NEUTRAL</b>
Flight Controls	<b>CHECKED</b>
Flaps	<b>CHECKED max. 10°</b>

AFTER TAKE OFF	
Flaps	<b>UP</b>
Landing LT	<b>OFF</b>
Altimeter	<b>QNH / FL</b>

AFTER LANDING	
Carb Heat	<b>OFF</b>
Flaps	<b>UP</b>
Transponder	<b>GND/STBY</b>
Trim	<b>RESET</b>
Mixture	<b>LEAN</b>
Landing LT	<b>OFF</b>

BEFORE START ENGINE	
Hobbs/Tach Time	<b>RECORD</b>
Battery / Alternator	<b>ON</b>
Avionic Master	<b>ON</b>
ATIS / Wx	<b>CHECKED</b>
Altimeter	<b>SET QNH</b>
Avionic Master	<b>OFF</b>
Fuel Selector	<b>ON</b>
Fuel Quantity	<b>CHECKED</b>
Anti-Collision LT	<b>ON</b>
Mixture	<b>RICH</b>

TAXI	
Brakes	<b>CHECKED</b>
Flight Instruments	<b>CHECKED</b>

CLIMB	
Mixture LEAN	<b>&gt; 3000 ft</b>

CRUISE	
Power	<b>SET</b>
Mixture	<b>LEAN</b>

ENGINE SHUTDOWN	
Parking Brake	<b>SET</b>
Avionic Master	<b>OFF</b>
Throttle	<b>1000 RPM</b>
Mixture	<b>CUT OFF</b>
Magnetos	<b>OFF</b>

ENGINE RUN-UP	
Parking Brake	<b>SET</b>
Throttle	<b>1700 RPM</b>
Magnetos	<b>CHECKED 125 / 50</b>
Carb Heat	<b>CHECKED</b>
Engine Instruments	<b>CHECKED</b>
Suction	<b>CHECKED</b>
Amperemeter	<b>CHECKED</b>
Throttle	<b>IDLE, then 1000RPM</b>

APPROACH	
ATIS/ WX	<b>CHECKED</b>
Altimeter	<b>QNH</b>
Appr Briefing	<b>COMPL.</b>
Gyro	<b>CHECKED</b>
Landing LT	<b>if rqd</b>
Carb Heat	<b>if rqd</b>

STARTING ENGINE	
Throttle	<b>CHECKED 3mm</b>
Primer	<b>2 - 3 strokes</b>
Prop Area	<b>CLEAR</b>
Engine	<b>....&gt;START</b>
Throttle	<b>1000 RPM</b>
Oil Pressure	<b>CHECKED</b>
Amperemeter	<b>CHECKED</b>
Mixture	<b>LEAN</b>

BEFORE TAKE OFF	
Engine Run up	<b>COMPLETED</b>
Com/Nav-Setting	<b>COMPLETED</b>
DEP/EMER-Brief	<b>COMPLETED</b>
Transponder	<b>ALT, Squawk 7000</b>
Mixture	<b>RICH</b>
Landing LT	<b>ON</b>
Gyro	<b>CHECKED</b>

FINAL	
Flaps	<b>SET</b>
Mixture	<b>RICH</b>
Carb Heat	<b>ON</b>
Landing LT	<b>ON</b>

PARKING	
All Sws	<b>OFF</b>
Battery /Alt	<b>OFF</b>
Hobbs/Tach T.	<b>RECORD</b>
Control Lock	<b>IN</b>
Seat Belts	<b>SECURE</b>
Tie Down	<b>if rqd</b>
Brakes	<b>if rqd</b>

Robert Scudlik / V2 / 05.09.2013

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## INFO AOM

Speed Restriction	
KIAS (MTOW = 758 kg)	
$V_{S1(30^\circ)}$ Aft CG	31
$V_{S1(10^\circ)}$ Aft CG	36
$V_{S0(0^\circ)}$ Aft CG	36
$V_{S1(30^\circ)}$ Fwd CG	35
$V_{S1(10^\circ)}$ Fwd CG	40
$V_{S0(0^\circ)}$ Fwd CG	40
$V_{FE}$	85
$V_A$ (758 kg)	104
$V_A$ (680 kg)	98
$V_A$ (612 kg)	93
$V_{NO}$	111
$V_{NE}$	149
$V_{max}$ crosswind take off	12
$V_{max}$ crosswind landing	12

Best Glide	
KIAS	
$V_{glide}$ Flaps 0°	60

Take off & Climb	
KIAS	
Rotate	50
Normal Climb	65 - 75
Enroute Climb	70 - 80
$V_X$ 10° Flaps	54
$V_Y$ SL	67
$V_Y$ @ 5.000 ft	64
$V_Y$ @ 10.000 ft	61
Short Field	
$V_X$ 10° Flaps	54

ENGINE	
RPM	
100 %	2280 ... 2380

Approach & Landing	
KIAS	
$V_{appr}$ 0° Flaps	60 - 70
$V_{appr}$ Flaps extendet	55 - 65
$V_{appr}$ Flaps 40° short field	54

Training $V_{appr}$ 70 KIAS	
RPM	
Level flight to FAF (flaps up)	ca. 2200
ILS prec. decent (flaps 10°)	ca. 1500 (500 fpm)
Non prec. Decent (flaps 10°)	ca.1300 (700 fpm)
Circle to land (flaps 10°)	ca. 2000

Weigt&Balance Information	
Gross W. T/O-LDG	758,00 kg
Empty Weight (2012)	550,80 kg
Useful Load	207,20 kg
Payload (fuel 93 L)	140,24 kg
max. Baggage	54,00 kg

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## Abnormal Checklist

SMOKE or ELEKTRICAL FIRE	
Bat & Alt.	<b>OFF</b>
Cabin Air	<b>CLOSED</b>
<u>Caution:</u> If Fire Extinguisher is used, cabin must be ventilated	
<u>In Case fire is extinguished &amp; electrical power is required for rest of flight:</u>	
Avionic	<b>OFF</b>
All electrical Equip	<b>OFF</b>
Bat Sw.	<b>ON</b>
Radio	<b>ON</b>
<b>LAND AT NEAREST SUITABLE AIRPORT</b>	

ROUGH RUNNING ENGINE	
Throttle / Power	<b>MAXIMUM</b>
Carb Heat	<b>ON</b>
Mixture	<b>RICH</b>
Fuel Selector	<b>OPEN</b>
Magnetos	<b>BOTH</b>
If no improvement due to Carb Ice:	
Carb Heat	<b>ON</b>
Mixture	<b>LEAN</b>
If no improvement: Reduce to minimum PWR required	
<b>LAND AT NEAREST SUITABLE AIRPORT</b>	

LOSS OF OIL PRESSURE	
Oil Temperature	<b>CHECK</b>
If Oil Press, drops below green arc AND Oil Temp normal:	
<b>LAND AT NEAREST SUITABLE AIRPORT</b>	
If Oil Press, drops below green arc AND Oil Temp is rising:	
Reduce throttle to min. PWR required <b>PERFORM SAFETY LANDING</b> be prepared for <b>Engine INOP LDG</b>	

ICING CONDITIONS	
Pitot Heat	<b>ON</b>
Cabin Heat&Defrost	<b>ON</b>
Carb Heat	<b>as rqd.</b>
Direction and/or Altitude	<b>CHANGE</b>
Propeller	<b>INCREASE RPM</b>
Appr.-Speed	<b>INCREASE (65-75 KIAS)</b>
Flaps	<b>RETRACTED</b>
Landing	<b>in level attitude</b>
Open left window	<b>if rqd</b>
<b>IF NO CHANGE: LAND AT NEAREST SUITABLE AIRPORT OR PERFORM SAFETY LANDING</b>	

OVERVOLTAGE - WARNING	
Avionic Master	<b>OFF</b>
Alternate Fuse	<b>CHECK</b>
Battery/Alternator Sws	<b>OFF</b>
Battery/Alternator Sws	<b>ON</b>
if Warning Light is extinguished:	
Avionic Master	<b>ON</b>
if Warning Light still illuminate:	
Alternator	<b>OFF</b>
Electrical Load	<b>REDUCE</b>
<b>LAND AT NEAREST SUITABLE AIRPORT</b>	

