

EMERGENCY PROCEDURES - CESSNA 152

POWER LOSS AFTER TAKE OFF NO RESTART

FLY THE PLANE - AVIATE - NAVIGATE - COMMUNICATE

TAKE OFF ROLL RWAY LEFT - LAND STRAIGHT AHEAD

- THROTTLE CLOSED , MAX BRAKING, FUEL OFF
- ELECTRICAL OFF

NO RUNWAY - BELOW ~ 1000 AGL

- BEST GLIDE **60** KTS - TRIM
- LAND STRAIGHT AHEAD OR 45° EITHER SIDE
- FUEL SELECTOR-OTHER TANK / MIXTURE CHK-SET
- CARB HEAT / MAGS CHK
- LAND

NO RUNWAY - ABOVE ~ 1000 AGL

- BEST GLIDE **60** KTS - TRIM
- TRY RESTART - ABOVE
- TURN INTO WIND IF ABLE AND DO 180° TO RUNWAY
- COMMUNICATE EMERGENCY IF TIME

POWER LOSS IN FLIGHT

- BEST GLIDE **60** KTS - TRIM
- NOTE WIND DIRECTION / SPEED
- LOCATE BEST LANDING AREA - TARGET SPOT
- FLY TO TARGET - LANDING SITE
- CHECK FUEL /ENGINE GAUGES
- CARB HEAT - ON
- THROTTLE - CRACKED FOR START
- MIXTURE - CHECK / SET
- FUEL SELECTOR - BOTH
- MAGS - ALL POSITIONS
- PRIMER - IN and LOCKED

NO RESTART - PREPARE TO LAND

- CONTINUE BEST GLIDE TO TARGET - LANDING SITE
- MIXTURE - OUT - IDLE CUT-OFF
- FUEL SELECTOR -OFF
- SQUAWK 7700
- MAYDAY (TWR, APPR, UNICOM, OR 121.5)
- WHEN LANDING SITE IS SECURED
- **55** KTS IAS FULL FLAPS IF ABLE
- STORE AWAY LOOSE ARTICLES
- MAGS - OFF / AVIONICS / ALT. / MASTER OFF
- CRACK DOORS AJAR
- PROTECT BODY FOR LANDING

ENGINE FIRE IN FLIGHT

- MIXTURE - OUT - IDLE CUT-OFF
- FUEL SELECTOR -OFF
- MASTER / MAGS - OFF
- PERFORM EMERGENCY DESCENT **85** KTS
- CABIN VENTS / HEAT - CLOSED
- LOCATE BEST LANDING AREA - TARGET SPOT
- INCREASE AIRSPEED / SLIP AS REQUIRED TO EXTINGUISH FIRE

ELECTRICAL FIRE IN FLIGHT

- AVIONICS / LIGHTS OFF / MASTER OFF
- (LEAVE MAGS ON) - ENGINE RUNNING
(NOTE: ELEC LEFT MAG WILL BE OFF)
- CABIN VENTS CLOSED
- FIRE EXTINGUISHER IF REQUIRED
- CHECK CKT BREAKER FOR POPPED BREAKER
DO NOT RESET
- MASTER ON - EIS ON (UNLESS IT IS THE PROBLEM)
- TURN ON CRITICAL EQUIPMENT - ONE AT A TIME
- VENTS OPEN AFTER FIRE/SMOKE OUT

ENGINE FIRE DURING START

- CONTINUE TO CRANK A FEW SECONDS
- **IF STARTS** - RUN A FEW MINUTES
- SHUT DOWN AND INSPECT
- **IF NO START**-MIXTURE OUT/CUT-OFF, FUEL OFF
- THROTTLE - FULL OPEN
- CONTINUE TO CRANK A FEW SECONDS
- MASTER / MAGS OFF
- FUEL SELECTOR - OFF
- EVACUATE / USE FIRE EXTINGUISHER

ICING

- PITOT HEAT ON (IF INSTALLED)
- CABIN HEAT / DEFROSTER ON MAX
- DO A 180° TURN AROUND AND OR CLIMB /
DESCEND TO NON-ICING CONDITIONS
- MAXIMUM POWER SETTING / MAX PROP SPEED
- CARB HEAT AS NECESSARY
- FLAPS NOT RECOMMENDED
- LAND IF NECESSARY - FASTER THAN NORMAL

CARBURATOR ICING

- CARB HEAT ON
- THROTTLE - FULL OPEN
- MIXTURE - LEAN AS REQUIRED FOR SMOOTH OPERATION

AFTER CLEARING ICE, RETURN TO NORMAL OPERATION, THEN MONITOR ICING. IT MAY BE NECESSARY TO USE PARTIAL CARB HEAT IN SOME CONDITIONS. IF SO, LEAN AS REQUIRED FOR SMOOTH OPERATION.

STANDARD PLANE

Empty Weight **1156 Lbs.**
 Max Useful Wt. **514 Lbs. Inc. max fuel @ 43 Gal**
 Max Baggage Area **120 Lbs. (80 Area 1, 40 Area 2)**
 Max Total Wt. **1670 Lbs.**

Fuel Type: **100 LL (Lt. Blue)**
 Useable Fuel: **24.5 Gal TOTAL**
 Oil Capacity: **6 Qts. (min 4 Qts.)**
 Electrical: **24 V / 60 amp alternator**
 Tire Pressure: **Nose - 30 Psi Main - 21 Psi**