Emergency Procedures Cessna 152

ENGINE FIRE DURING START

1. Cranking..... CONTINUE

IF ENGINE STARTS

2. Power…….1700 RPM (2 minutes)
3. Engine ..... SHUTDOWN

IF ENGINE FAILS TO START

2. Throttle..... FULLY OPEN
3. Mixture..... CUT-OFF
4. Cranking..... CONTINUE
5. Fire extinguisher ..... OBTAIN
6. Master Switch ..... OFF
7. Ignition Switch..... OFF
8. Fuel Shutoff Valve..... CLOSED
9. Fire ..... EXTINGUISH

ENGINE FAILURE ON TAKEOFF ROLL

1. Throttle ..... IDLE
2. Brakes..... APPLY
3. Flaps..... UP
4. Mixture..... CUT-OFF
5. Ignitions Switch ..... OFF
6. Master Switch ..... OFF

ENGINE FAILURE AFTER TAKEOFF

1. Airspeed ..... 60 KIAS
2. Mixture..... CUT-OFF
3. Fuel Shut-Off ..... CLOSED
4. Ignition Switch..... OFF
5. Flaps..... AS REQUIRED
6. Master Switch ..... OFF (prior touch)

ENGINE FAILURE IN FLIGHT

1. Airspeed ..... 60 KIAS
2. Carbu Heat ..... ON
3. Primer..... IN, LOCKED
4. Fuel Shutoff Valve..... OPEN
5. Mixture..... RICH
6. Ignition Switch..... BOTH
(START if propeller stopped)

HIGH OIL TEMPERATURE

1. Oil Pressure..... MONITOR
If Oil Press is low, expect Engine Failure.
2. Use MINIMUM POWER
3. Prepare FORCED LANDING

LOW OIL PRESSURE

1. Oil Temperature ..... MONITOR
If Oil temp remains normal, suspect Oil Pressure Indicator Failure
2. Land..... ASAP
If Oil temp High or Rising, Engine failure is imminent.
2. Use MINIMUM POWER
3. Prepare FORCED LANDING

FORCED LANDING WITHOUT POWER

1 Airspeed ..... 65(clean) 60(flaps)
2. Mixture..... CUT-OFF
3. Fuel Shutoff Valve..... OFF
4. Ignition Switch..... OFF
5. Flaps..... AS REQUIRED

PRIOR TOUCHDOWN

6. Master Switch ..... OFF
7. Doors ..... UNLATCH

AFTER TOUCHDOWN

8. Brakes..... APPLY FULLY

PRECAUTIONARY LANDING

1. Airspeed ..... 60 KIAS
2. Flaps ..... 10 º
3. Over-fly selected field to inspect.
4. Radio and electrics..... OFF

ON FINAL

5. Flaps ..... 30 º
6. Airspeed ..... 55 KIAS
7. Master Switch ..... OFF

PRIOR TOUCHDOWN

8. Doors ..... UNLATCH

AFTER TOUCHDOWN

9. Ignition Switch..... OFF
10. Brakes..... APPLY FULLY

ENGINE FIRE IN FLIGHT

1. Mixture..... CUT-OFF
2. Fuel Shutoff Valve..... CLOSED
3. Master Switch..... OFF
4. Cabin heat/Air ..... OFF(except rootvents)
5. Airspeed ..... 85 KIAS
If fire does not extinguish, increase speed
6. Forced Landing ..... EXECUTE

ELECTRICAL FIRE IN FLIGHT

1. Master Switch..... OFF
2. All Other Switches ..... OFF
3. Vents/Cabin air/heat.. CLOSED
4. Fire Extinguisher ..... ACTIVATE
5. Cabin ..... VENTILATE

WING FIRE

1. Nav Light Switch..... OFF
2. Strobe Light Switch ... OFF
3. Pitot Heat Switch ..... OFF

Perform side slip to keep flames away from fuel tanks, land ASAP without using flaps.

CABIN FIRE

1. Master Switch..... OFF
2. Vents/ Cabin air/heat. CLOSED
3. Fire Extinguisher ..... ACTIVATE
4. Cabin ..... Ventilate
5. Land ..... ASAP

HIGH AMMETER (Full Scale)

1. Alternator ..... OFF
2. Alternator CB..... PULL
3. Nonessential equipment... OFF
4. Land ..... ASAP

LOW-VOLT LIGHT ILLUMINATED

May be normal during low Rpm conditions, in this case, increase Rpm. In all other cases:

1. Radios ..... OFF
2. Alternator CB..... CHECK IN
3. Master and Alternator Switch….OFF
4. Master and Alternator Switch….ON
5. Low Voltage Light..... CHECK OUT
6. Radios ..... ON

If Low Voltage Light illuminates again:

7. Alternator ..... OFF
8. Nonessential equipment... OFF
9. Land ..... ASAP

LANDING WITH A FLAT MAIN TIRE

1. Flaps..... AS REQUIRED
2. Approach..... NORMAL
3. Touchdown ..... GOOD Tire first

Hold airplane off flat tire as long as possible with ailerons.

SPIN RECOVERY

1. Ailerons ..... NEUTRAL
2. Throttle..... IDLE
3. Rudder ..... FULLY OPPOSITE,
..... until Rotation stops
4. Control Wheel ..... BRISKLY FORWARD,
..... until Rotation stops.

Rotation Stopped

5. Rudder ..... NEUTRAL
6. SMOOTHLY RECOVER FROM DIVE

DITCHING

1. Transmit MAYDAY on 121.5 MHz, state location and intentions. Squawk 7700.
2. Secure or jettison Heavy Objects

APPROACH

High Winds……INTO THE WIND
Light Winds…...PARALLEL TO SWELLS

FINAL

4. Flaps ..... 30 º
5. Power ..... 300 FPM / 55 KIAS

PRIOR TOUCHDOWN

6. Cabin Doors ..... UNLATCH

TOUCHDOWN

7. Attitude..... 300 FPM descend
8. Cushion face at touchdown with folded coat or seat cushion

EVACUATION

9. Evacuate aircraft. If unable to open doors, open windows to flood cabin and then open doors.
10. Life Vest and Raft..... INFLATE AFTER LEAVING THE AIRCRAFT

Glide Distance at 60 KIAS

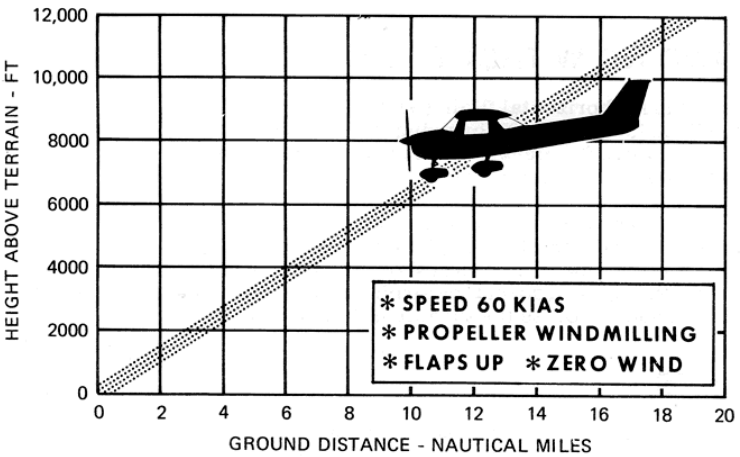

Figure 3-1. Maximum Glide