Engine Fire During Start

Starter – crank engine continuously
Mixture – idle cut-off
Throttle – full open
Fuel Shutoff Valve – OFF

Engine Power Loss: Immediately After Takeoff

Airspeed – 60 KIAS @ 0º Flaps
Mixture – idle cut-off
Fuel Shutoff Valve – OFF
Magnetos – OFF
Flaps – as required
Master Switch – OFF

Engine Power Loss: In-Flight

Airspeed: 60 MPH, Best Glide @ 0º Flaps
Best Site To Land
Checklist:
Fuel Shutoff Valve – ON
Primer – in and locked
Magnetos – cycle
Mixture – full rich
Carburetor Heat – ON

Declare: Talk on 121.5; Squawk 7700
Evacuate: Follow “POWER-OFF LANDING” Procedure

EMERGENCY PROCEDURES CHECKLIST
CESSNA 152

Power-Off Landing

Airspeed – 65 KTS @ 0º Flaps
(60 KTS @ 40º Flaps)
Fuel Shutoff Valve – OFF
Mixture – idle cut-off
Magnetos – OFF
Flaps – as required (30º recommended)
Master Switch – OFF
Seatbelts – secure
Door – unlatched before touchdown

Fire In Flight

(electrical fire)
Master Switch – OFF
All Electrical Switches – OFF
Heater – OFF
Cabin Air – OFF
Air Vents – closed
Land as soon as possible

(engine fire)
Establish an Emergency Descent
Fuel Shutoff Valve – OFF
Primer – in and locked
Throttle – closed
Mixture – idle cut-off
Cabin Heat – OFF
Cabin Air – OFF
Overhead Vents – open
Follow “POWER-OFF LANDING” procedure

EMERGENCY PROCEDURES CHECKLIST

Electrical Overload

1.) OVER VOLTAGE light is illuminated:
Master Switch – OFF, then ON

2.) If OVER VOLTAGE light illuminates a second time:

Electrical Load – reduce
Land as soon as practical

Alternator Failure

If the ammeter indicates a continuous discharge rate in flight, the alternator is not supplying power to the system and should be shut down.

Alternator Switch – OFF
Electrical Load – reduce
Land as soon as practical

CESSNA 152

Spin Recovery

Throttle – idle
Ailerons – neutral
Rudder – full opposite direction of rotation
Control Wheel – forward until the stall breaks
Rudder – neutral when rotation stops
Control Wheel – as required to smoothly regain level flight attitude

Carburetor Icing

Carburetor Heat – ON
Mixture – adjust for maximum engine smoothness

Engine Roughness

Carburetor Heat – ON
If roughness continues:
Carburetor Heat – OFF
Mixture – adjust for maximum smoothness
Primer – in and locked
Magnetos – cycle
Engine Gauges – check for abnormal indications

Low Oil Pressure

Land as soon as possible