

JPLogisticsCessnaC152II



PRE FLIGHT

PILOT	Fit for flight, Licence valid, Current & Applicable to type sufficient experience on type Medical certificate current
AIRCRAFT DOCUMENTS	All aircraft documentation complete to date. Check current certificates of airworthiness & maintenance etc.
WEATHER	Check departure aerodrome, local, en-route & destination actuals & forecasts
FLIGHT PLANNING	Flight log completed & flight plans (if necessary) AIP, AIC, NOTAMS, Amendments & Bulletins checked. Prior permissions obtained
FLIGHT GUIDE	Readily accessible. Check current issue & amendments applicable to route coverage including alternates
CHARTS	Readily accessible. Check current issue & amendments applicable to route coverage including alternates
WEIGHT & BALANCE	Centre of gravity, weight & Balance calculations completed & checked to be within limits (passengers, baggage & fuel)
NAVIGATION ACCESSORIES	Computer, scale, protractor, plotter, pencils & pens etc.
SURVIVAL EQUIPMENT	Readily accessible life jackets, life raft, E.L.T. transceiver, flares, rations etc.
DEPARTURE / BOOK OUT	Register departure in writing or verbally with departure aerodrome. Complete aircraft technical log and journal log book
PASSENGER BRIEFING	Passengers fully briefed on emergency, safety & comfort procedures

VITAL ACTIONS, TAKE OFF & AFTER TAKE OFF

PRE TAKE OFF VITAL ACTIONS	T.T.M.M.P.P.F.F.I. - H.H.C.C.
TRIM	Set for take off
THROTTLE FRICTION	Set finger tight (Not modelled)
MIXTURE	Rich
MAGNETOS	On Both
PITOT HEAT	As required
PRIMER	Locked (Not modelled)
FUEL	Check sufficient
FLAPS	As required
INSTRUMENTS	AI, DI & Altimeter set, QNH/QFE, T's & P's in green
HATCHES	Doors, windows closed & secure
HARNESSES	Fastened, adjusted and seat secure
CARBURETTOR HEAT	Re check, Set cold
CONTROLS	Full & free movement
TAKE OFF	REPORT READY FOR DEPARTURE
LOOKOUT	Approach, take off & taxi paths clear, ATC T/O clearance received,
ON RUNWAY	Landing light on as required, Transponder set ALT, DI set for RWY HDG, Cross checked with compass,
RPM	Full power
ENGINE	T's & P's within limits
AIRSPPEED	Check ASI increasing
AFTER TAKE OFF	
FLAPS	Up in stages after 300ft if used
ENGINE	T's & P's within limits
RADIOS	Set for ATC as required, set NAV/OBS as required
ALTIMETER	Check QNH/QFE as required

STALLING, AEROBATIC, RE-JOIN & PRE LANDING

PRE-STALL AEROBATIC	H.A.S.E.L.L
*HEIGHT	Sufficient to recover by 3000ft AGL
AIRFRAME	Flaps as required
SECURITY	Hatches & harnesses secure & fastened, seat latched, no loose articles
*ENGINE	Mixture rich, T's & P's in the green, Carburettor icing check
*LOCATION	Clear of cloud, airfields, built up areas, all controlled airspace
*LOOKOUT	Visual complete turn, check for aircraft especially below, Use all persons on board
CONTINUED STALL/AEROBATIC	
H.E.L.L	Use H.E.L.L checks as above marked *
CRUISE, APPROACH & RE-JOIN	F.R.E.D.A.
FUEL	On & sufficient, Including alternate
RADIOS	Set correct frequency, ATIS, joining instructions obtained & fully understood
ENGINE	Mixture rich, T's & P's in green, Carburettor icing, ammeter & suction all checked
DIRECTION	DI synchronised with compass, runway in use
ALTIMETER	Set QNH/QFE as required
PRE LANDING CHECKS	
BRAKES	Off
UNDERCARRIAGE	Fixed down
MIXTURE	Rich
FUEL	On & sufficient, Including alternate
INSTRUMENTS	T's & P's in green, Altimeter set
CARBURETTOR HEAT	Checked, set as required
HATCHES	Secure & Fastened
HARNESSES	Secure

EMRGENCIES

FIRE ON THE GROUND	If taxiing & If possible stop clear & upwind of other aircraft, fuel amenities, persons etc.
THROTTLE	Closed
MIXTURE	Idle cut off
FUEL	Off
MAGNETOS	Off
BATTERY/ALTERNATOR SWITCH	Off
PARKING BRAKE	On

EVACUATE AIRCRAFT WITH FIRE EXTINGUISHER IF POSSIBLE TO SAFE DISTANCE UPWIND

ENGINE FIRE AIRBOURNE	
THROTTLE	Closed
MIXTURE	Idle cut off
FUEL	Off
MAGNETOS	Off
CABIN HEATER/DEFROST	Closed
RADIO	Mayday call if able, Squawk 7700 (R.I.P.L.H. see page 11)
FORCED LANDING	Initiate forced landing without power

DO NOT ATTEMPT ENGINE RESTART

CABIN FIRE IN THE AIR	
MASTER SWITCH	Off if electrical fire suspected
ELECTRICAL CIRCUITS	Off as required
FIRE EXTINGUISHER	Use as necessary then ventilate cabin
LANDING / DIVERSION	Initiate emergency landing or diversion as applicable, consider MAYDAY or PAN call to ATC

EMERGENCIES Continued

ENGINE FAILURE AFTER TAKE OFF	E.F.T.O.
ATTITUDE / CONFIGURATION	Lower nose for best glide speed
	Select landing area ahead
FUEL	Off
MAGNETOS	Off
RADIO	MADAY Call to ATC if time permits
MASTER SWITCH	Off after final flap selection

BRIEF PASSENGERS TIGHTEN HARNESSES, OPEN DOORS NEVER ATTEMPT TO TURN BACK TO AIRFIELD

ENGINE FAILURE AT ALTITUDE	
ATTITUDE / CONFIGURATION	Configure for best glide speed & trim
PLAN	Forced landing site & check possible cause of engine failure
CARBURETTOR HEAT	On hot (not available if engine has failed)
FUEL	On, check contents
MIXTURE	Rich
PRIMER	Locked (Not modelled)
MAGNETOS	On both
THROTTLE	If engine fails to respond – exercise
RADIO	MADAY Call - R.I.P.L.H.
TRANSPONDER	Set to 7700
FUEL	Off
MAGNETOS	Off
HARNESSES	Tighten
DOORS	Open
CREW / PASSENGERS	Briefed as time permits
MASTER SWITCH	Off after final flap selection

