

EMERGENCY PROCEDURES – Cessna A152 Aerobat

Emergency Landing

Rules for Emergency Procedures

Aviate, navigate, communicate.

Fly the plane first, know where you are, communicate information.

At 10:1 glide ratio, if at 5,000 ft AGL, can glide 7.5 miles in best conditions, and still have 1,000 ft for landing.

Report: Who, What, When, Where, Help

If in a situation where you need help or it may get worse not better, declare an emergency – Urgent situation.

Aviate: - Pitch for best glide – 60Kts. Coarse trim.

Locate field: - Long field, aligned with wind. Airports?

Go to field: - And circle: Stay close to field.

Where: - Want to be at 180° position downwind spot at 1500'

Quick check: - Std cockpit check. Carb Heat ON

Checklist: - Follow checklist.

Landing: - Treat as soft-field – nose wheel high.

In general: – Transponder 7700 first, then radio.

Rules:

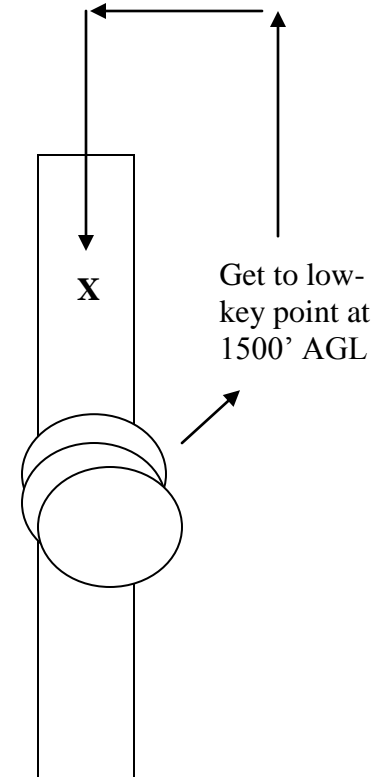
1. Don't move away from the selected landing spot.
2. Once field is selected, get into position and circle over the selected touch-down spot. Be able to get to "low-key" point at 1000' to 1500' AGL. Enter pattern and land.
3. Watch wind – see where wind drifts you during circling and so use crab on approach.

Note: Left hand Pattern Shown Here:

Create "pattern" to landing. Use ¼ mile pattern.

Circle over selected point – watch for wind drift and correct as necessary.

X = Selected touch down point



Lost Procedures: The 5 C's

- Control
- Climb
- Communicate
- Confess
- Comply

EMERGENCY PROCEDURES – Cessna A152 Aerobat

BEST GLIDE SPEED IS 60 Knots

Standard Cockpit Check: (Flow from floor to engine controls to gauges, to switches):

- Fuel selector: - ON (BOTH)
- Mixture: - RICH
- Carb heat - ON/OFF as required.
- Engine gauges: - GREEN
- Mags: - ON BOTH
- Master Sw: - ON BOTH
- Primer: - IN & LOCKED
- Dir. Ind: - SET TO COMPASS

Engine Failure on Take-Off Run (Not Airborne)

- Power: - IDLE
- Brakes: - APPLY
- Flaps: - RETRACT
- Mixture: - IDLE CUT-OFF
- Ignition: - OFF
- Master switch: - OFF

Engine Failure Immediately After Take-Off

- Pitch down: - 60 Kts
- Airspeed: - 60 Kts
- Mixture: - IDLE CUT-OFF
- Fuel shut-off: - OFF
- Ignition: - OFF
- Master switch: - OFF
- Land straight ahead +/- 20-degrees

Engine Failure During Flight

- Airspeed: - 60 Kts
- Quick cockpit check:
 - Fuel: -ON
 - Mixture- -RICH
 - Carb Heat: - ON
 - Gauges: - GREEN
 - Mags: - BOTH
 - Master- - BOTH
 - Primer: - LOCKED
- Prop stopped: - IGNITION TO START
- Prop spinning: - CYCLE MAGS (L then R)

Forced Landing: Power-Off

- Airspeed: - 60 Kts
- Std. and quick cockpit check for anything obvious.
- Locate Field: - CONSIDER WIND, TREES, etc.
- Stay around field: - CIRCLE IF HIGH – DETERMINE WIND
- Full cockpit check:
 - Fuel: -ON
 - Mixture- -RICH
 - Carb Heat: - ON
 - Gauges: - GREEN
 - Mags: - CYCLE FOR WORKING MAG
 - Master- - BOTH
 - Primer: - LOCKED
- Transponder: - 7700
- Radio call: - MAYDAY. MAYDAY, MAYDAY:
 - **Who, what, when, where – intentions.**
- Downwind: - 180 POINT AT 1500'
- Mixture: - IDLE CUT-OFF
- Ignition: - OFF
- Flaps: - AS NEEDED
- Master switch: - OFF
- Touchdown: - SOFT FIELD TECHNIQUE