

Check proper operation of  
fuel gauges & note the fuel  
quantity in each tank.

Close the flap & test master  
switchcraft.

Inspect the instrument panel  
for any irregularity -  
such as cracked glass or  
equipment.

1<sup>st</sup> class Medical certificate  
for airline transport pilot  
(6 months).

2<sup>nd</sup> class MC for Commercial  
pilots. (12 months).

3<sup>rd</sup> class MC 36 months <sup>2 years</sup> < 40  
24 months > 40  
See FAR Part 67

List of doctors at Flight Standards  
District Offices (FSDO)

Annual checkups are  
evaluated and  
listed in the Annual Report &  
Test Standards ATSI

Under the master's selection

Restricted category if for  
special purpose aircraft  
such as agricultural  
spray planes or survey  
planes (few)

Cessna Model 157

→ Engine - Aero Lycoming

→ No 0-235 L2C

→ Type. Normally aspirated  
direct drive, air cooled  
horizontally opposed.

carburetor equipped

four cylinder engine 233.3 cu  
in displacement.

→ Horsepower Rating & Engine  
speed 110 rated BHP  
at 2550 RPM.

→ Propeller McCauley Accessory

No 1A103 1TCK16958.

2 Blade. Diameter 68 inch max  
Type fix pitch 67.5 min

Emergency Descent  
→ Loss of cabin pressure  
from a cabin.

→ Descend at fast speed  
to safe altitude by  
candling.

→ altitude high enough  
to ensure safety.  
→ make sure oxygen  
down to ditch for  
traffic.  
Falls PO & speed.

1. Check Below plane  
to make clearing.

2. Apply cold water  
to throat & face.  
Set throttle idle.  
- cover the flap -  
the VFE. & increase thrust.

Established wind cellulas  
are remain in ~~the~~  
level as recommended  
by the NO 1.

- Hold just the pilot cellulas  
to attain the recommended  
speed

### Emergency descent

- Clear area. (Identification)
- Carbure Heat - Throttle Idle
- Flap to ~~man~~ <sup>man</sup> - ~~man~~ <sup>man</sup> are set
- ~~4~~ <sup>4</sup> → ~~man~~ <sup>man</sup> attitude
- Hold just pitch face ~~are~~ <sup>are</sup> set

### Emergency

- Rapid descent - clear area  
- make clearance time.
- Carbure heat on  
Throttle Idle
- Flap to ~~man~~ <sup>man</sup> - ~~man~~ <sup>man</sup> are set  
of descent
- ~~man~~ <sup>man</sup> attitude

→ Emergency approach  
& landing

- achieve best glide speed  
(trim). Carry back  
pressure to the yoke to slow  
to gliding at threshold  
speed.

If below gliding speed -  
when engine fails, lower nose  
to obtain best glide speed  
& trim.

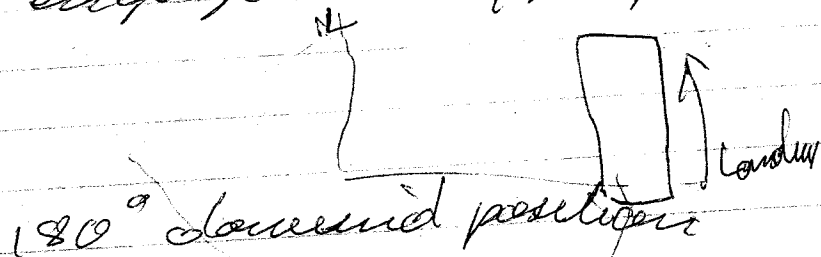
→ Scan for suitable terrain  
consider wind direction  
& speed, obstacle, terrain  
type.

- Turn toward the field  
wide approach - check  
field & adjust altitude,  
safety of passing, <sup>way to</sup>  
& / control on <sup>way to</sup>  
fuel selector. <sup>may</sup> <sup>be</sup>  
puller engine

Mixture Rich

- fuel pumps on -

- Ignition or both. as  
engage starter if prop stops



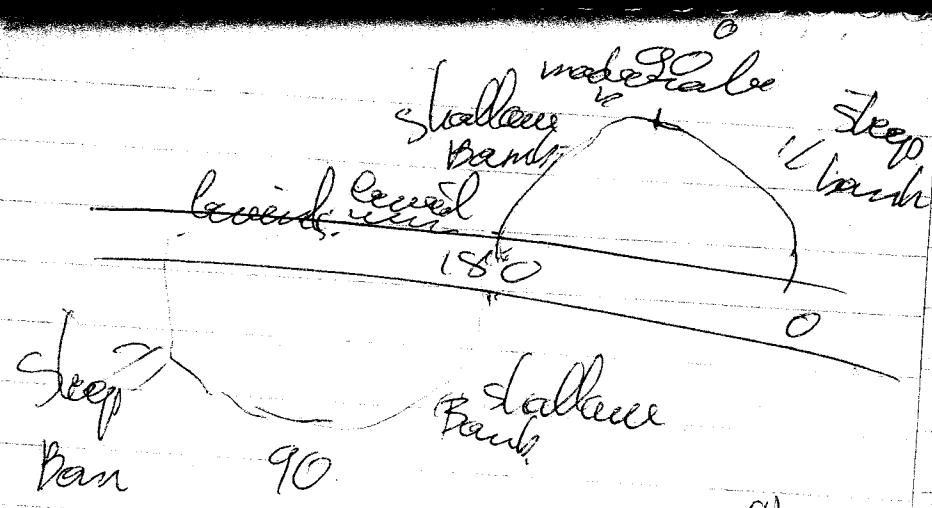
- MD emergency -

Transponder 7700.

See PO 41 - After land

- Mixture 100% cut off  
fuel off  
Ignition off.

47 53



- same altitude  $\pm 100$   
 - ~~the~~  $\pm 10$

- Terrain help to understand  
 your ability to compensate  
 for unusual air distance  
 turn

- Needs attention of your  
 reference & airplane  
 control

you descend using  
 low speed decelerate to  
 wind  
 - check for level  
 1 success in



For storm fly low enough  
to recognize wind direction  
no to have 500 feet  
above higher obstacles  
400-500 600-1000  
M. A. C. L.

Select and emergency  
landing ~~area~~ ~~area~~ ~~area~~  
judging distance  
- coordinated flight  
& team

- 152
- 4 cylinders 23, 30, 300
  - 110 sealed BHP at 2550h
  - 110 sealed BHP at 2550h

Propeller Mc Carley  
 Propeller diameter  
 69 inch diam  
 Propeller 67 1/2 inch in  
 fixed pitch propeller  
 Mc Carley -

Fuel 110 CC grade aviation  
 fuel - fuel is 110 CC grade  
 aviation fuel (Blue)  
 100 grade aviation fuel  
 (green), 100 grade aviation  
 fuel (purple) 100/130

Tank capacity 26 gallons <sup>25.5</sup>  
 13 seals to  
 240 S.

Long Range Tank

Total 29 gallons

1 qt. 59 oil can

37.6 gallons

cross feeding so see top  
for more fuel.

Oil - ~~oil~~ ~~oil~~ ~~oil~~ ~~oil~~  
water now - 50 lbs must  
be changed.

42 lbs desperant  
oil. 42 lbs desperant  
oil. 40 lbs desperant  
oil.

oil capacity

Sump 6 Quarts - 6

Total 7 Quarts of Oil

Filter install

Sump 6 Quarts.

Total 7 Quarts fuel

Filter install

79.52

Maximum weight

~~certified~~

Tallow 1670 lb

Lard 1670 lb

Margarine 120 lb

Margarine 80

1 + 2 net weight 120

- 1670 lb

Margarine 120

2 - 80

1081

589

120

Standard weight

152-1081 lbs

1081 lbs

152 II 1118 lbs

152 II 1118 lb

Maximum useful load

589 lb

units 2905

specific loading  
wing loading 10, 5 lbs/ft<sup>2</sup>  
wing loading 10, 5 lbs/ft<sup>2</sup>  
power loading 15, 2 hp/ft<sup>2</sup>  
power load 15, 2 hp/ft<sup>2</sup>

KCAS

KCAS is indicated airspeed  
corrected for position  
and instrument error  
KCAS  $\Rightarrow$  KTAS in standard  
atmosphere as sea level  
true airspeed  
is equal to KTAS in  
standard at sea level

KIAS is true indicated  
airspeed if the wheel  
indicates standard  
airspeed (indicated)

KTAS - true airspeed  
in level relative to  
undisturbed air in cap  
& CAS correct for altitude  
and T.

V<sub>A</sub> - Maximum speed  
is the maximum speed  
at which you may use  
autopilot control (and)

~~V<sub>FE</sub>~~ V<sub>FE</sub> Maximum flap  
extended is the maximum  
speed permitted with  
flaps.

V<sub>FE</sub> Maximum flap  
extended speed

V<sub>NO</sub> - Maximum structural  
cruising speed

V<sub>NO</sub> Maximum structural  
cruising speed - should  
not be exceeded except in an  
emergency

$V_{NO}$  Maximum ~~speed~~  
maximum speed.

$V_{NE}$  Never Exceed speed  
 $V_{NE}$  Never Exceed speed  
is the speed that must not  
be exceeded

$V_S$  - Stalling speed or  
the minimum steady  
flight speed at which the  
airplane is controllable  
in the landing

$V_S$  Stalling speed or the  
maximum steady fly speed  
at which the

$V_{SO}$  Stalling speed or the  
minimum steady flight speed  
at which the airplane is  
controllable in the landing  
configuration at the most  
forward center of gravity

$V_x$  Best angle of climb speed is the speed which results in the greatest gain of altitude in a given horizontal distance

$V_x$  Best angle of climb speed is the speed which results in the greatest gain of altitude in a given horizontal distance

$V_y$  - Best Rate of climb is the speed which results in the greatest gain in altitude in a given time

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P.A.A. - pressure altitude

R.P.A.

P.A.T. Relative Altitude

to correct R.P.A.



in 5 peaks to great  
occasional minor interest  
11 colleagues

Team concerned point:  
- Ability to control plumes  
which direction of attention  
the lower wind & control field  
north & east point.

- find the point → west  
overhead.

- find the point - away from  
area & between a quality  
distance.

- 600 to 1000 ft AGL  
Maximum angle of trend  
45°

→ Enter downwind basin  
at low level left to stop  
bank when cross necessary

Reduce angle of bank as you  
turn.

- As you head up and  
compensate for reduced  
tailwind (increased power)

As you turn crosswind  
increase bank to maintain  
a uniform track

---

S turn                  down

Step

Mode

Shall

Turn

S

Ma

Step

71.4

Weather Brief Page  
722

→ Bermuda  
New York No flight for  
sun SEA.

→ Signature ~~to~~ by  
Seven (on by pic)

→ Convective signature  
Absolutely none

→ Surface wind:  
wind at the surface

Wind A left  
wind on the upper level

→ Cloud cover

— Pilot report

- Vesicle

↳ Notes

active to avoid

- Run away class

- inf

---

$V_{21} = 90 \text{ km}$

Ball 2 in a specified  
I.e. without flap

---

12

weaver on

0 - 6

6.

1 - 7

2

3

24 -

Standard 521

Cessna N 49131 -

November 1

minor

- calling from OCU

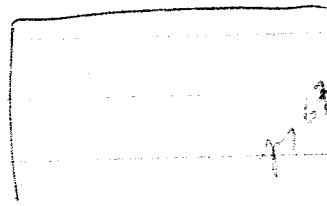
- some low weather ahead  
for a VFR flight  
departing at 2100.

- Practice

Aircraft work

- Weist
- VFR
- Clod
- Norm 172
- Clear
- 17
- 281

6  
97 tech  
10  
10  
8



3.00 - 1500 (24HR)  
- 1600      Zulu  
2100

9.00 pm - 2100  
1600  
0300

GM	Zulu	
0	06	14 - 20
1	07	15 - 21
2	08	16 - 22
3	09 00	17 - 23
4	10 00	18 - 00
5	11	19 - 01
6	12	20 - 200
7	13	21 - 03 00
8	14	22 - 04 00
9	15	23 - 05
10	16	24 - 06
11	17	
12	18	
13	19	

KIAS indicates

$V_A$  - Always - Max airspeed  
to descend in

$V_{FE}$  - overspeed to avoid

$V_{NO}$  - Maximum Structural  
Overspeed speed that  
should not be exceeded  
except in emergencies

$V_{PO}$  - Max Str. Excess Sp

$V_{NE}$  - Never Exceed speed  
never exceed at any  
time

$V_S$  Stalling speed or minimum  
steady flight speed at which  
the airplane is certified to  
operate in the landing configuration  
at the most forward  
center of gravity

$V_X$  Best Rate of Climb speed

1/4 - Best ratio of denture

0.2 T Outside the T<sup>o</sup>  
is the pressure in the T<sup>o</sup>  
in C<sup>o</sup> & F.

Standard T<sup>o</sup> is 15<sup>o</sup>C at sea  
level pressure and decrease  
2<sup>o</sup>C for 1000 feet.

low

1/17



airspeed

$V_{LO}$  lower limit of elute  
are

minimum steady flight  
speed in the landing  
configuration.

In small plane this is  
the power off stall  
speed at the maximum  
landing weight with the  
landing configuration  
gear & flap down.

$V_{SI}$  lower limit of gross weight  
stalling speed or the minimum  
steady flight speed ~~at~~ in a  
specified configuration  
power off stall speed <sup>max</sup> take off  
weight

uncompressed indicator

Altimeter

Vertical speed indicator

to find static case

static pressure

International Standard

atmosphere 29.92 in Hg

1013.2 millibars at 1

15°C 59°F

Below lower atmosphere

> 36000 feet standard

pressure gradient of 1 in Hg

per 1000 feet at 2°C

VA = maneuvering speed

True Altitude is the

altitude above sea level

pressure

MSL

10

height



If  $T^\circ$  is higher standard, then  
all the cells will be higher than  
indicated

Time  $\rightarrow$

Standard Time  
allow

Standard  
times

HP  $\rightarrow$  High - Time allow

HP  $\rightarrow$  LP

$\leftarrow$  Low

Low time

25  
41

Norman's Federate Fed  
balance 400

150 at 17.23.  
100

Celency 2300

Broken -

3000 over

22°

29,71.

1500 - 2000

fore 3000 - B

200 at 17.

6000 - 200 at 25.

Norman's appropriate light  
No return.

OVN → 3000 - 2300

low return

VE final

3 mile - 1300

1000 - 1000

176  
14

000 - Cell - IFA

UTM

2000

2000

2000

7000 - Breakdown - 2000

11, 300 200 at 13

5000 230 at 10

→ 13000 AIRMET - 20000

Axim IFA

→ 17000 - Breakdown

180 - 15 619

Forecast - 1500 - Breakdown - 6

Needin. 4 civil.

A  
M

(20)

0.99

42.99

15.99

1.14 42.99 - 1.14

39 + 0 =

35 +

300

1.14 42.99 - 1.14

44 290

3000 → 1800 at 9.

$$\begin{aligned}
 MH + RB &= MB \\
 200 & \quad 200 \\
 &= 220 - 200 \\
 &= 20
 \end{aligned}$$

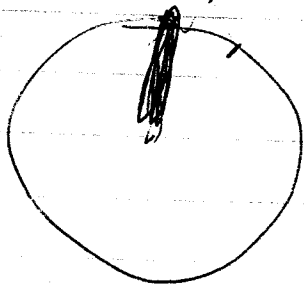
319 n°1

30 addition

Cooperation Cooper

Front Sea.	$350 \times 85 = 29750$	
Rever	$329 \times 121 = 39825$	
Pray	$27 \times 140 = 3780$	
Bevel 35 x 6	$210 \times 75 = 15750$	
	<u>2927.</u>	<u>88605</u>
		<u>185400</u>
		<u>244005</u>

179



for 24 p 255 and 29 p 200  
a constant force for 2  
to the Hamilton University  
1.

Debt claims - No M.

- Numerical class C 1200

Calculus -  
NB Numerical  
cost

9 unit

120 at 6.

Van curves - 9 unit

4000 - 130 at 36 PLV -

5000 - 23 at 25 Sc

4000 - 5000 - 10-4

Wend - 120 at 10 at 10h

at 210 at 16 to 24

3000 - 220 at 27

6000 - 230 at 28



W Aug M

Empty W.	1 350	51,5
Price	380.	14
Fuel	288	13,5
Oil.	15	-0,2

1135

30

~~1165~~

1145 72 5112

1149

price	375 x 85	36125
price	350 x 121	36300
fuel	4475	19800

1159

1159

1181

1181

BGS True H<sub>2</sub>O

ground 80 kmol

5.1

1.8

52 NM

M<sub>2</sub> = R<sub>2</sub> = M<sub>1</sub>

BGS = 190

Engl <sup>11</sup>	1499	1019	15193
Direct	390	89	24320
fuel	80	96	17280
	559		193193

Fors	387	85	32895
R <sub>2</sub>	283	121	34243
Fuel	210	75	15750
Fuel	2015		149900

2899

238888

0.190 = 20820 = 2447

1182

H 60 / H 300 /

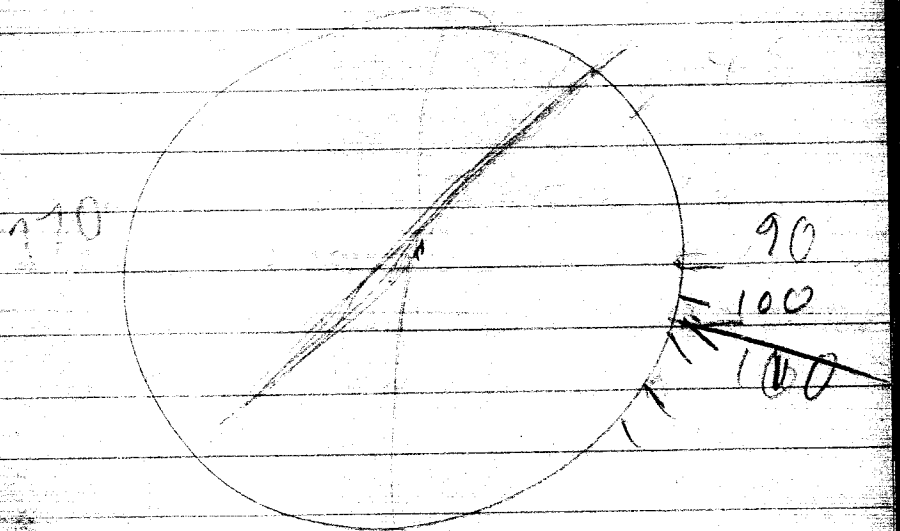
H 303 / H 312 / H 314

H 348 / I 22 / I 30 /

I 60 / I 64 /

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100 at 10. 2/0



180

11 93

Engine failure during flight

- CO level

- Control loss ON

→ Run in a lock

→ Mixture rich

→ Ignition

Engine failure during flight

- CO level

- Control loss

→ Mixture JCO

→ Fuel off

→ Ignition off

→ Flap in

- Master Switches ON

- Power unblock

- Fuel valve etc have fuel

→ Run in

Engine failure during flight  
to fuel off

→ Mixture JCO

Fuel off, Ignition off - # 1

0  
0

13

5

73

04

00

74

78

87

Clear F N. wh → sec  
th - sth - E

Tulia - Headman - Signal  
Sec Norma A

190-10

10.

19.

30,00 ..

12,000 se

72,000.

2000 200 @ 176

4000 750 @ 17.

250 @ 17.

FA - 5000 se

3000 OV - late 5000 se

NATAN. 190.

96  
11

→ clear - We No Sun

12000 - 7 N<sub>2</sub>

170 at 4

17° /

Face 14 - 3800 sc

Um

20000 -

2000 MSC 180 at 30.

2000 MSL 200 at 25

4000 MSC 200 at 20

6000 MSL 220 at 15

Thurs - OK -

Norman

10000 - BK.

Th 7.5M

Zephyrus 7.5M

5000 sc

6000 hr

Th W → E

SB → shower of SW rain 17000 Th

200 200 at 31

230.28.776 777

Paul Valley N 34° 42'

W 97 13 39

2 RWY

RW - 17 - 35

RW - 12 - 30

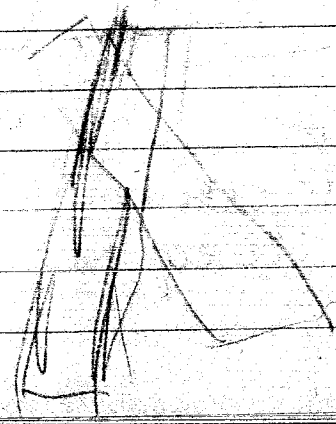
gauge out of OUN

1 - 21

17 - 35

RWY - 21

159 160



71 87

- OUN TO Paul Valley

→ Terce Coceese 159.

→ CTAF: 122.8 Paul V. ©

→ Climb To 3500 MSL  
Low.

→ Approach Paul Valley  
contact. Between  
Wayan & Pauli.

---

- Emergency Approach Route

Naval Therapy - Russell = MC Carlson  
122.9 ©

---

Elevation

OUN over	2100
Paul Valley	1800.





1300

No Account

170 at 8.

100

clear 12000

130 at 9.

100

clear 12000.

→ Scallie

No Ceiling - ok.

→ 160 at 9.

or

8000 scot

25000 sc B

Financial statement

170 at 16 h 2 9

16 h

Wood Alcott.

→ 3000 - 2000, 2

→ 6000 2000 at 26.

Notes:

30 19 12 - 17008k 105M CLR

16 13

1189

→ Measurement

Coconut

160 at 8

791

Clear

16.14

29.99

150 at 8

S. nut

Clear

17.15

30.02

Scrub to Road - S. 7 in  
Mark

Ever

See 150

at 9 am → 15-95

3000 210-28

6000 230-12

↑ 123

Palms - under Tower South

317 1919

Ok Annual - Case Tiedata

VF. 364 4978

190 at 19.

3000 Sc. 500

210 at 13. 629.

200 200 at 8.

6000 220 a 29.

NAHable Secaid:

Qu<sup>th</sup> A clear 1700.

190 at 13.

Annual - 79 Case Tiedata

190 - at 20. 629

Mad Tiedata 300

6000 Sc

3000 200 at 21

6000 220 a 29

7791

→ Via Bus  
 5000 Seat  
 1700 at 13  
 3000 1800 at 11  
 6000 1900 at 19  
 No Next.

Car Run - No.  
 150 at 10 at 19.  
 4-10 ch 12000  
 3000 1800 at 11  
 6000 1900 at 19  
 4000 1900 at 13  
 5000 2000 at 2000.

~~3000 2700 at 8~~ / ~~3000 3000 at 11~~  
~~600 2800 at 5~~ / ~~3000 0200 at 20~~

No. sales - No. pieces  
 2000 Bu. 10  
 280 at 5.  
 SE 1700 - Bu 2300  
 Ma 1900  
 clear to 1700 units.

→ No holes - Volume

→ Clear 12000 - Mel

Sea 3000

+ SC 3300 - Para H

VA → 22

3000 left Voids

6000 →

4000

5000

Hipow

Mooler Tumbler

240 @ 9, 10, clear 7000

di 2800 11

FH - clear

2000 370 at 14

6000 330 at 22

93  
77

Pen Fuel - 160g

2000

2000 at 19

2000 at 20

Club 300 - 200 at 10

2000 at 20

{ 2000 at 25 }

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Hum little

2000 little work

6 Vis

2000 at 15 03

1000 at 23

3000 010 at 200

3000 at 28

17 94