



Cessna 152II

Normal Operations, Procedures

Traffic Pattern

Upwind	67 kts
Downwind	80 kts
Turn to base and Turn to final	70 kts
Final	65 kts
Landing Approach:	
Normal Flaps UP	60-70 KIAS
Normal Flaps 30°	55-65 KIAS
Short field Flaps 30°	54 KIAS

Short Field Takeoff

Wing Flaps	10°
Carb. Heat	IN
Brakes	APPLY
Power	FULL THROTTLE 2300rpm
Brakes	RELEASE
Climb	54 (until obstacles cleared)
Flaps	after 60 kts

Short Field Landing

Flaps	full
Power	idle
Airspeed	54 kts (+ ½ gust spread) over obstacle
Brakes	APPLY HEAVILY
Flaps	Retract

Balked Landing (Go Around)

Power	FULL THROTTLE
Carb. Heat	IN
Flaps	RETRACT to 20°
Nose to horizon	
55 KIAS /Flaps	RETRACT incrementally
Pitch up	Vy Vx



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Emergency Procedures

Engine failure flow check

Pitch for 60
Flaps up
Mixture in
Throttle full
Carb heat off
Fuel valve on
Mags both
Master on
Primer in
Fuel guage check
Secure

Static Source Blocked

*To avoid the possibility of large errors, the windows should not be open when using the alternate static source.

Carburetor Icing

Full Throttle
carburetor heat on until the engine runs smoothly (RPM will drop then rise if you have ice)
If conditions require the continued use of carburetor heat in cruise flight, use the minimum amount of heat necessary and lean the mixture.

Electrical fire

Master switch off
All electrical switches off
Master on
Switches on one at a time
If smoke returns switch off