

C152 Maneuvers Illustrated



TRAFFIC PATTERN

Turning Downwind

When 45 degrees from the runway.

Long crosswind leg = too far downwind
Short crosswind leg = too close downwind

Approx. around this time:
Reach TPA = Pitch level + Set Cruise RPM!

Turning Crosswind

AIM says: when 300 below TPA

Approx. around this time:
Reach TPA = Pitch level + Set Cruise RPM!

Upwind Leg

Track centerline using peripheral vision!
Establish WCA and hold wings level

Abeam Touchdown

Set throttle 1500 RPM
Carb Heat ON
Maintain 80 KTS
Flaps 10

Go Around!

1. Throttle full
2. Pitch level
3. Flaps 20
4. Reaching Vx, flaps 10 (pos. Rate)
5. Climbout pitch Vy
6. Reaching Vy flaps up

If traffic conflict: OFFSET TO THE RIGHT (try to fly on top of the right edge of RW not centerline)

Turning Base

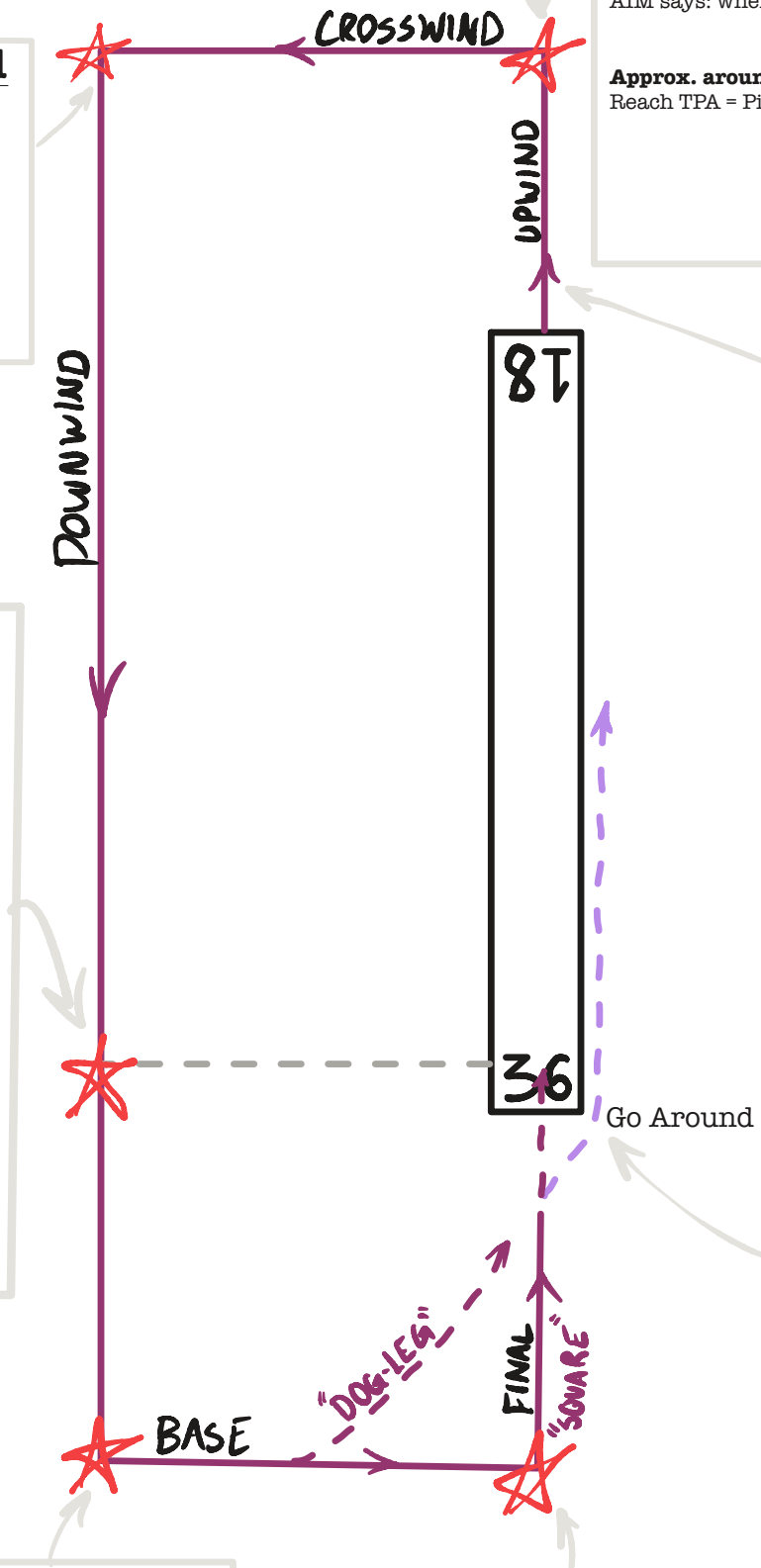
When 45' to the runway, begin turn

Maintain 70 KTS
Flaps 20

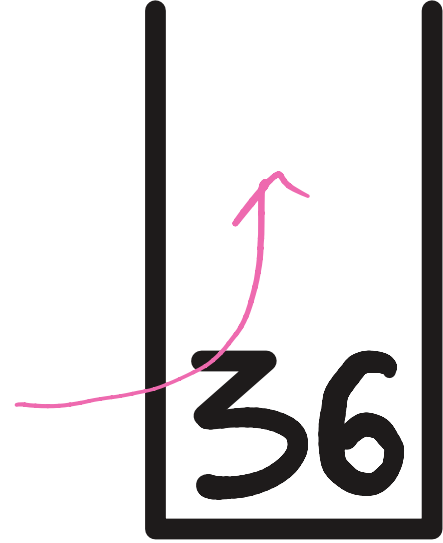
Turning Final

It is better to turn early to turn late. But its BEST to turn exactly on time

Maintain 60 KTS (normal) or 54 KTS (short)
Flaps 30

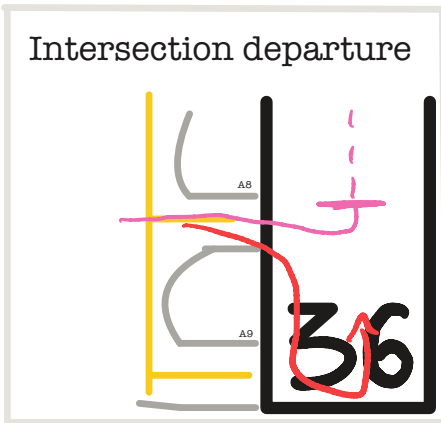


Normal Takeoff



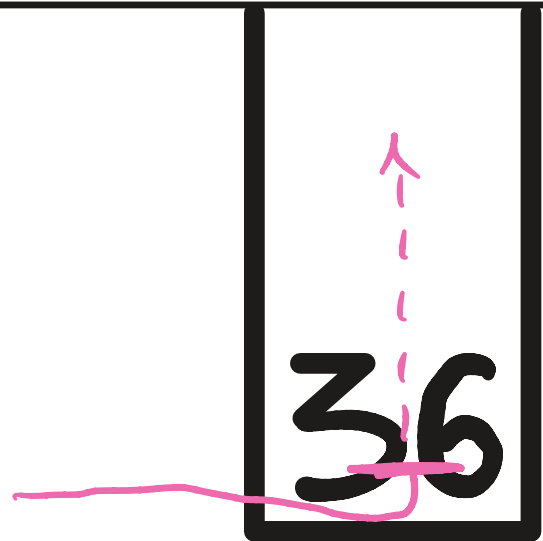
Short Field Takeoff

"Short delay"

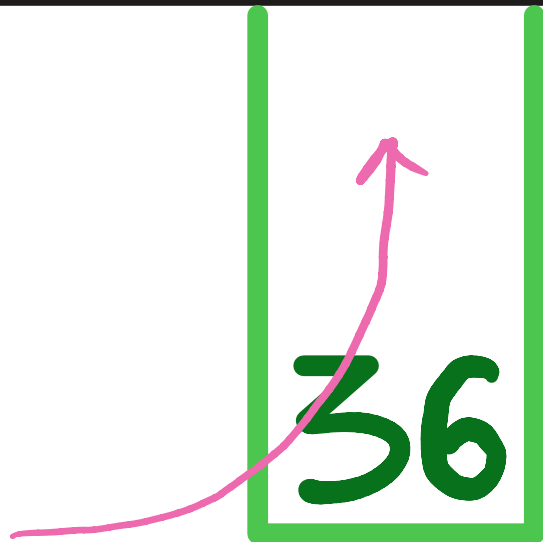


CORRECT ✓

WRONG! ✗

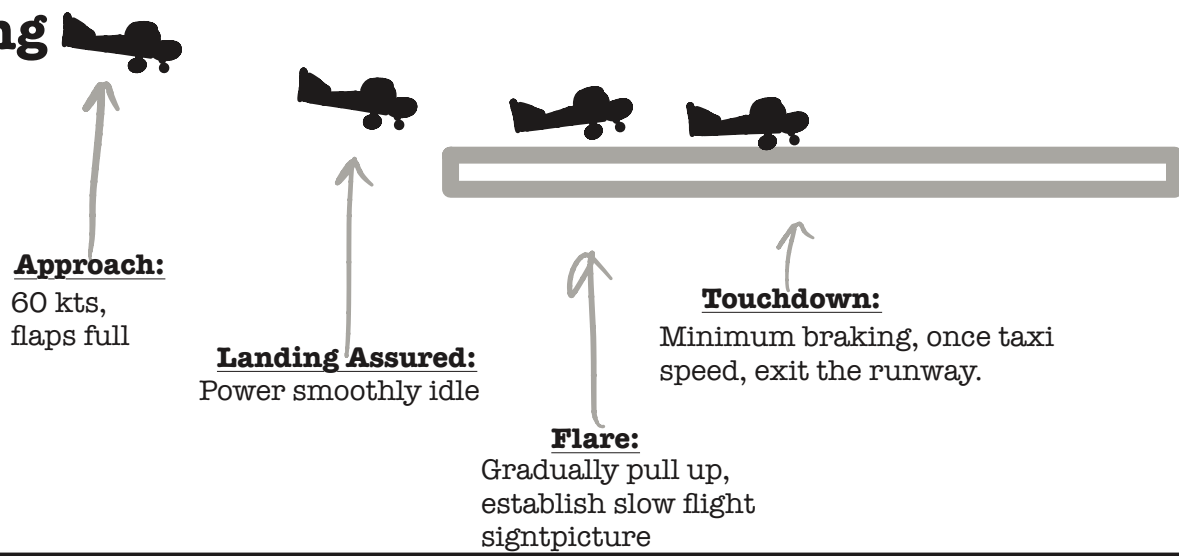


Soft Field Takeoff



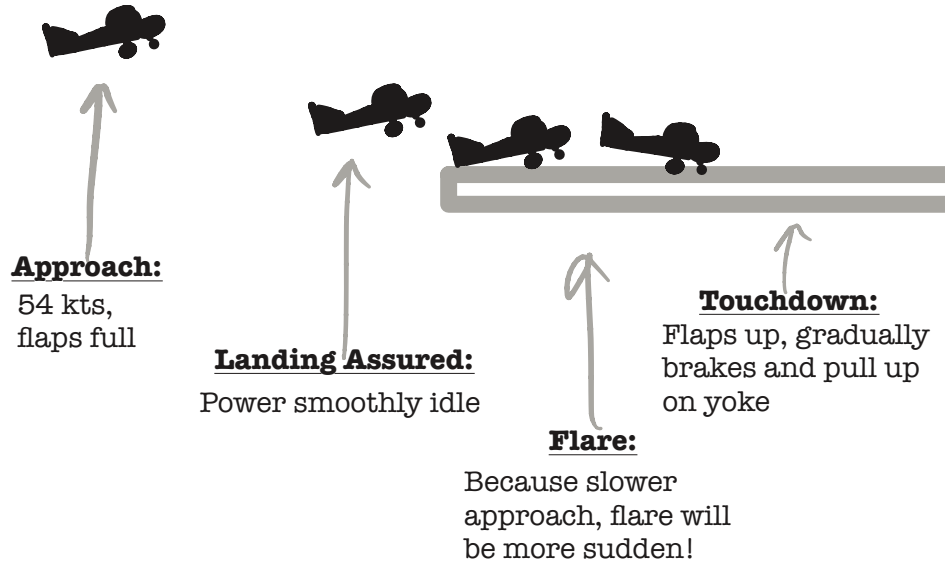
Normal Landing

(Full stop)



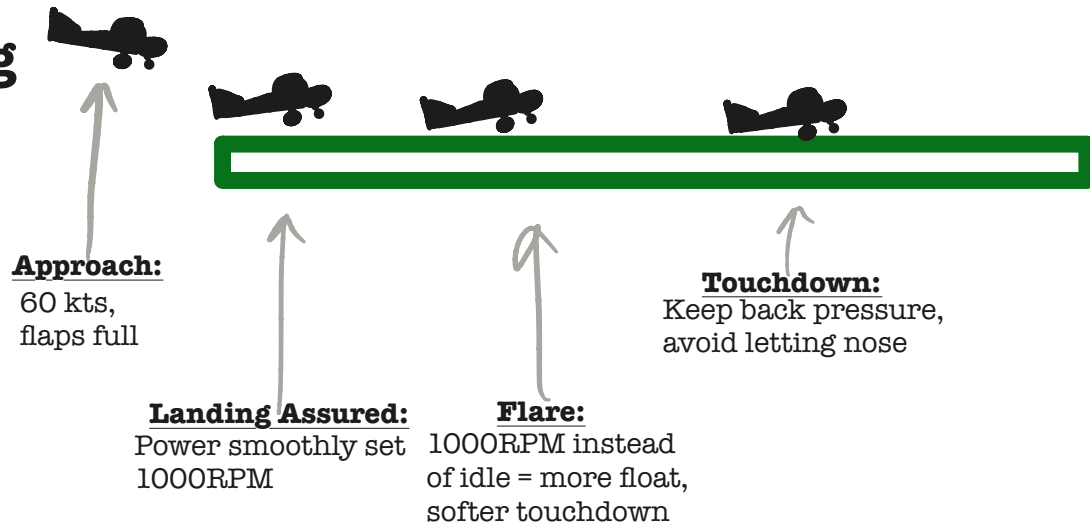
Short Field Landing

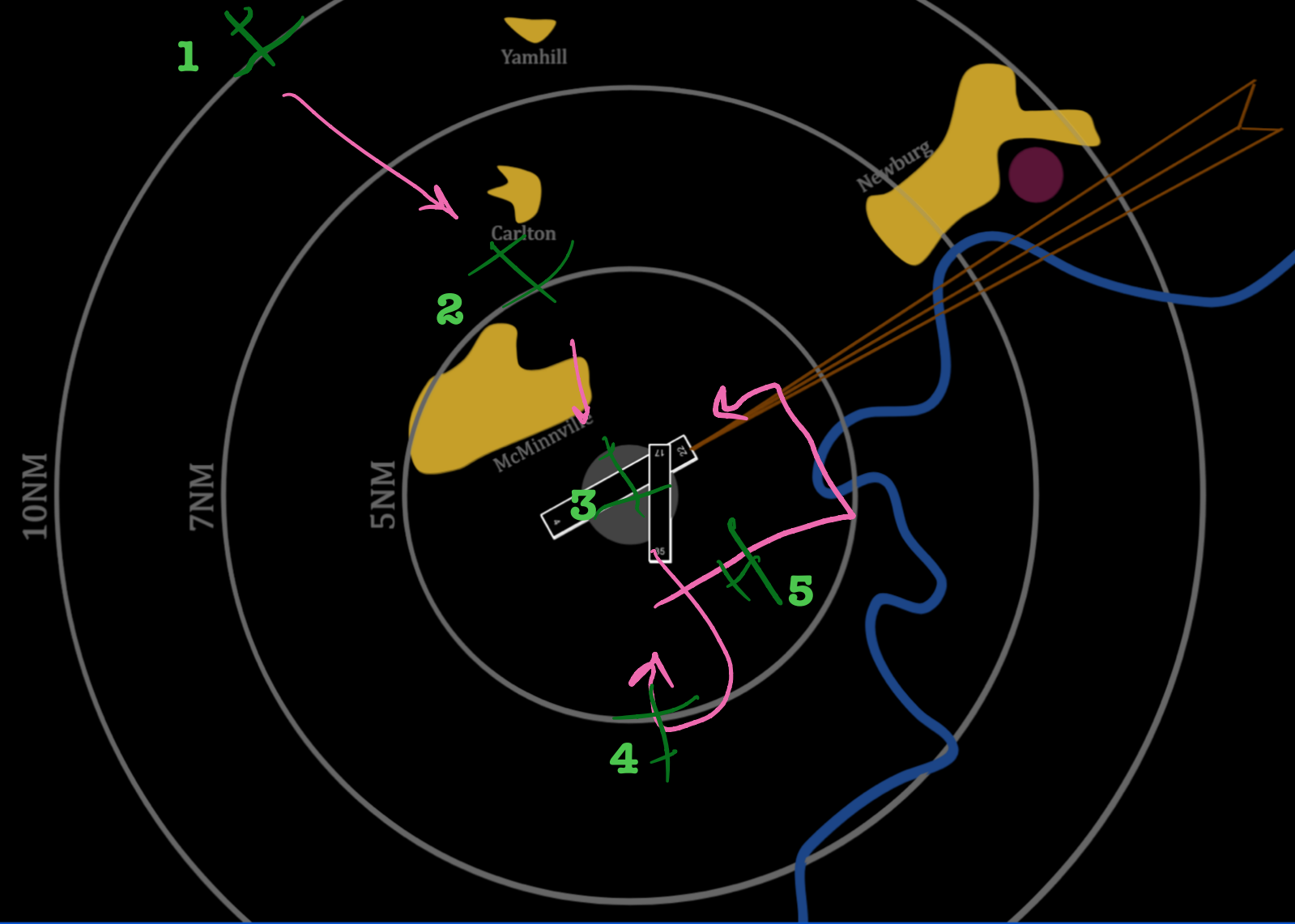
(Full stop)



Soft Field Landing

(Full stop)





1. “Mcminneville traffic, _____. 10 North inbound 22, Mcminneville”
2. “Mcminneville traffic, _____. 5 North inbound to overfly midfield teardrop to left downwind 22, Mcminneville”
3. “Mcminneville traffic, _____. Over the field 1,700 teardrop to left downwind 22. Mcminneville”
4. “Mcminneville traffic, _____. Inbound 45 to left downwind 22. Mcminneville”