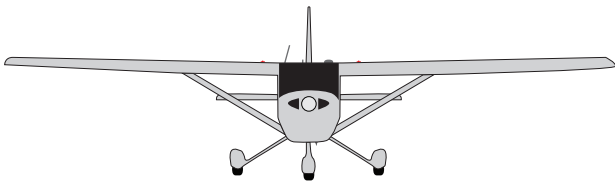


Cessna 152

C152



MIET

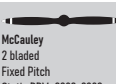
This is a summary. Always refer to your AFM/POH.

Vso.....	35
Vs1.....	40
Vr.....	50
Vx.....	54
Vg.....	60
Vy.....	67
Vcc.....	Vy+5 or 10
Vfe.....	85
Va @ 1670 MTOW.....	104
Vno.....	111
Vne.....	149
Vmax.window	149

1. Flaps Up +4.4G, -1.76G limit
2. Glide Ratio of 1.5 (1.5NM per 1,000ft)
3. Avoid using carb heat during taxi
4. Mangeto Tolerance
+/- 125 and +/- 50 differential



Lycoming O 235 N2C (or L2A)
Carburetted 4 cylinder
Horizontally opposed
Air Cooled
Normally Aspirated
Direct Drive
108 BHP



McCauley
2 bladed
Fixed Pitch
Static RPM 2280-2380 @ 654



AVGAS 100LL
2x13 -> 26 gal total capacity
-1.5 gal unusable
24.5 gal usable



W15W-50
Ashless Dispersant
4-6 QTS from dipstick
(7qt total system cap.)

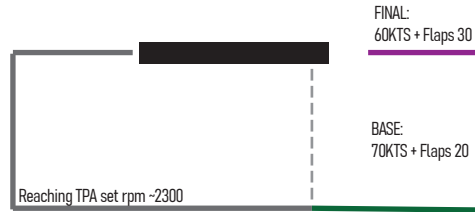
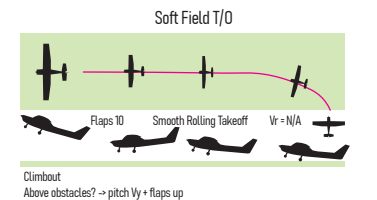
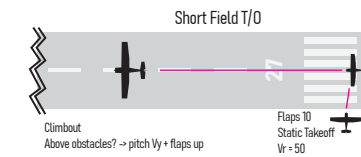
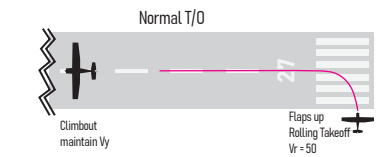


Service Ceiling 14,700ft

Lean Mixture
above 3,000ft
or
Anytime below 75% BHP



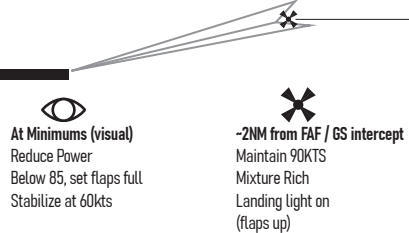
Max Baggage Weight
120LBS



1. Short Field Final -> 54kts & flaps full
2. Soft Field Final -> 40kts & flaps full
(throttle 1000 instead of idle prior to touchdown)

DESCENT:
Throttle 1500
Carb Heat ON
80KTS + Flaps 10

Go Around
Power full, Flaps 20, Accelerate level
Reaching 54KTS, set flaps 10, climbout Vx.



At Minimums (visual)
Reduce Power
Below 85, set flaps full
Stabilize at 60kts

-2NM from FAF / GS intercept
Maintain 90KTS
Mixture Rich
Landing light on
(flaps up)