



INFLIGHT

PILOT TRAINING

CESSNA 152

PROCEDURES MANUAL

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Cessna 152 Procedures

Pre-Maneuver Flow

Seat Belts.....Secure
Fuel.....On
Mixture.....Rich
Landing Light.....On
Engine Gauges.....Green/Normal

Slow Flight – Airplane Flying Handbook (AFH) 4-3

Clearing Turns.....Complete
Altitude.....Minimum 1500' AGL

Maneuver

Power.....1700 RPM
Carburetor Heat.....On
Flaps.....Extend in Increments to 30°
Airspeed.....Pitch to maintain **above** stall horn
Altitude.....Increase power as necessary to maintain (typically ≈2000 RPM)

Recovery – if stall horn sounds, buffet occurs, or instructor directs.

Power.....Full
Carburetor Heat.....Off
Flaps.....Retract in increments (10° increments as airspeed builds)

Tolerances

Heading.....+/- 10°
Altitude.....+/- 100 ft.
Airspeed.....Above stall horn

Steep Turns – 360° left and right – AFH 9-2

Clearing Turns.....Complete
Altitude.....Minimum 1500' AGL
Reference Point.....Landmark near horizon

Maneuver

Power.....≈2300 RPM
Airspeed.....90 Kts
During Turn.....Slight power increase (50-150 RPM)

Tolerances

Heading.....+/- 10°
Altitude.....+/- 100 ft.
Airspeed.....+/- 10 kts
Bank Angle.....45° (PVT) 50° (Comm)

Power-Off Stall (Approach Configuration) – AFH 4-8

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Power.....1700 RPM
Carburetor Heat.....On
Flaps.....Extend in Increments to 30°
Airspeed.....Pitch and Trim for 60 Kts.
Altitude.....Establish descent, choose an altitude to initiate the stall

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full
Carburetor Heat.....Off
Flaps.....1st Notch immediately, 2nd Notch with Positive ROC, 3rd Notch at 60 KTS

Tolerances

Heading.....+/- 10°
Bank Angle.....20° maximum

Power-On Stall (Takeoff/Climb Configuration) – AFH 4-9

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Power.....1500 RPM
Altitude.....Maintain level
Airspeed.....V_r or V_y/V_x, as desired
Power.....2300 RPM minimum - Full

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full

Tolerances

Heading.....+/- 10°
Bank Angle.....20° maximum

Accelerated Stall (Commercial/CFI) – AFH 4-10

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM

Altitude.....Maintain level
Bank Angle.....45°, increase back pressure to reach stall

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full

Secondary Stall (CFI) – AFH 4-10

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM
Flaps.....Extend in Increments to 30°
Airspeed.....Pitch and Trim for 60 Kts.
Altitude.....Establish descent, choose an altitude to initiate the stall
Stall Indication.....Release back pressure, then immediately increase abruptly

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full
Flaps.....1st Notch immediately, 2nd Notch with Positive ROC, 3rd Notch at 60 KTS

Elevator Trim Stall (CFI) – AFH 4-12

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM
Flaps.....Extend in Increments to 30°
Airspeed.....Pitch and Trim for 60 Kts.
Altitude.....Establish descent, choose an altitude to initiate the stall
Power.....Full, simulate go-around

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full
Flaps.....1st Notch immediately, 2nd Notch with Positive ROC, 3rd Notch at 60 KTS

Crossed Control Stall (CFI) – AFH 4-11

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM
Descent.....60 Kts
Enter Turn.....Increase Rudder in Direction of Turn, Increase Opposite Aileron, Maintain Elevator Back Pressure

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full

Chandelles – AFH 9-5

Clearing Turns.....Complete
Altitude..... An altitude of at least 1500' AGL
Reference Point.....Selected

Maneuver

Power.....2300 RPM – then Full
Airspeed.....90 KTS
Chandelle.....Complete

Tolerances

Heading.....+/- 10°
Bank Angle.....30° maximum
Airspeed.....Just above stall

Lazy Eights – AFH 9-6

Clearing Turns.....Complete
Altitude..... An altitude of at least 1500' AGL
Reference Point.....Selected

Maneuver

Power.....2300 RPM
Airspeed.....90 KTS
Lazy Eight.....Complete

Tolerances

Heading.....+/- 10°
Bank Angle.....30° maximum
Airspeed.....+/- 10 kts
Altitude.....+/- 100' from entry altitude

Steep Spirals – AFH 9-4

Clearing Turns.....Complete
Altitude.....An altitude allowing 3 complete turns by 1500' AGL
Reference Point.....Selected

Maneuver

Power.....Idle abeam point
 Steep Spiral.....Complete 3 turns
 Airspeed.....60 KTS

Tolerances

Heading.....+/- 10°
 Bank Angle.....60° maximum
 Airspeed.....+/- 10 kts
 Altitude.....Complete by 1500' AGL

Eights on Pylons – AFH 6-14

Clearing Turns.....Complete
 Altitude..... Pivotal altitude calculated/selected
 Reference Points.....Selected
 Emergency Field.....Selected

Maneuver

Power.....2300 RPM
 Airspeed.....90 KTS
 Eights on Pylons.....Complete

Tolerances

Heading.....45° entry to first pylon
 Bank Angle.....As necessary
 Airspeed.....+/- 10 KTS
 Altitude.....Begin and end at pivotal altitude

Turns Around a Point – AFH 6-8

Clearing Turns.....Complete
 Altitude..... 1000' AGL
 Reference Point.....Selected
 Emergency Field.....Selected

Maneuver

Power.....2300 RPM
 Airspeed.....90 KTS
 Turn Around Point.....Complete

Heading.....+/- 10°
 Bank Angle.....45° maximum
 Airspeed.....+/- 10 KTS
 Altitude.....+/- 100'

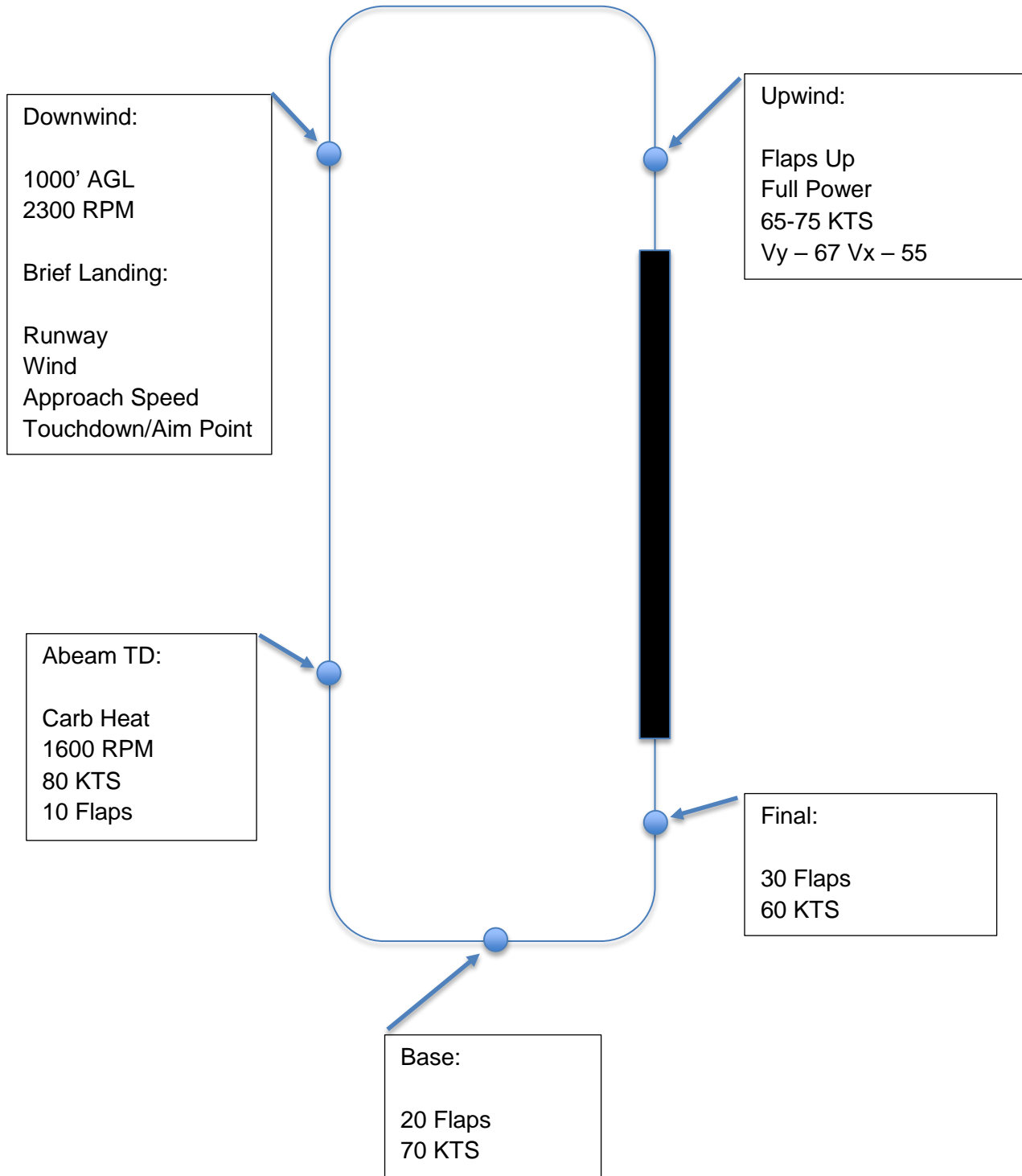
S-Turns Across a Road – AFH 6-10

Clearing Turns.....Complete
 Altitude..... 1000' AGL
 Reference Point.....Selected
 Emergency Field.....Selected

Maneuver

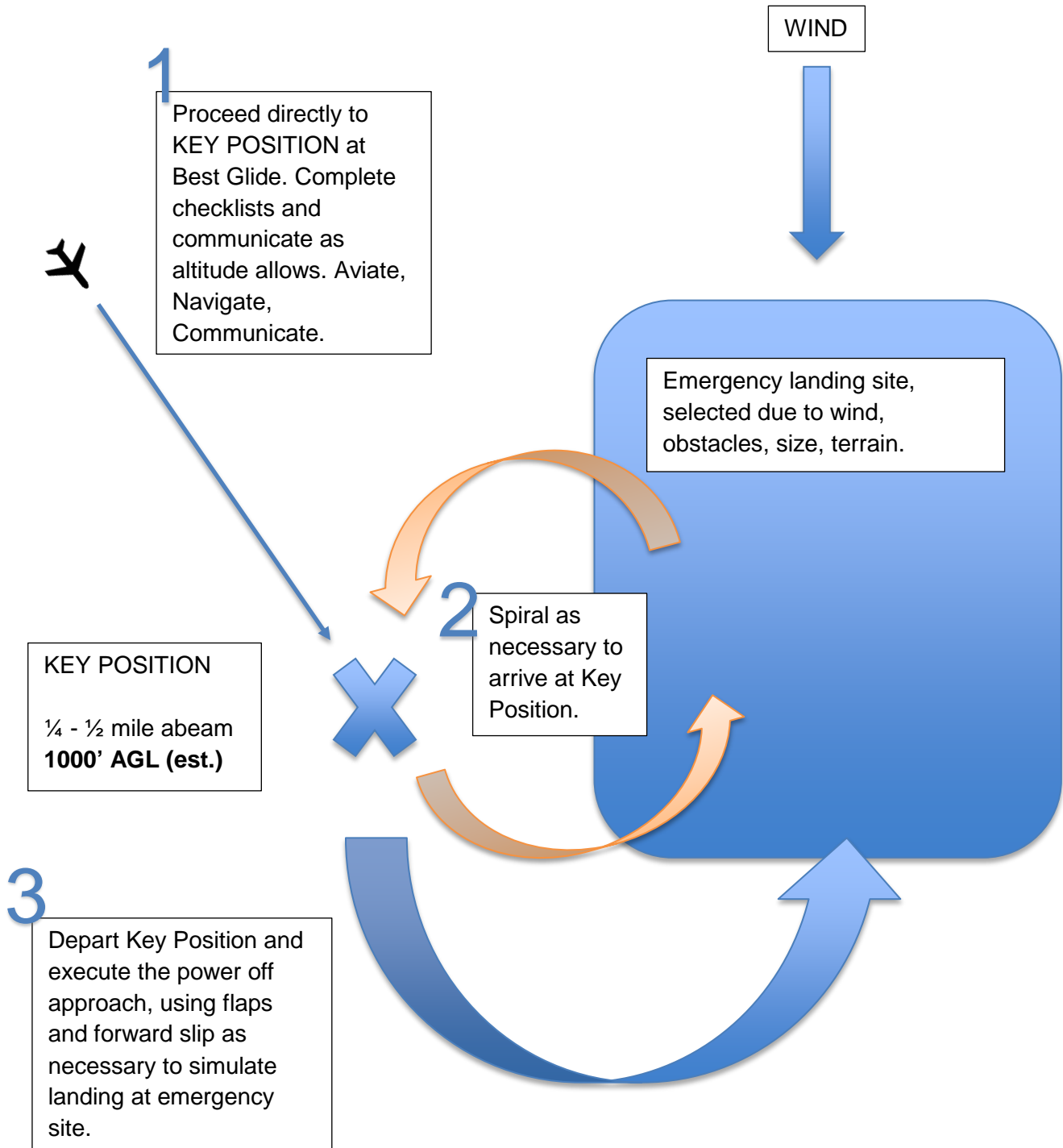
Power.....	2300 RPM
Airspeed.....	90 KTS
S-Turn.....	Complete
Heading.....	+/- 10°
Bank Angle.....	45° maximum
Airspeed.....	+/- 10 KTS
Altitude.....	+/- 100'

Traffic Pattern – AFH CH. 7



Engine Failure Procedure – AFH 8-25, 26

The engine failure procedure is intended to provide the student with a basic procedure in order to correctly set up the aircraft for a power off approach to the emergency landing site. Not included in this procedure are the necessary procedures and checklists to troubleshoot the engine and secure the engine. These will be found in the aircraft POH as well as the Inflight iPad checklists.



Instrument Approach Procedure

Prior to the Approach:

Approach.....Briefed
Checklists..... Completed as necessary

On Initial Approach Segment or Downwind/Base Vector

Throttle.....2300 RPM
Airspeed.....Cruise

Approaching Major Descent Point (1/2 Scale on GS or 2 NM to FAF)

Airspeed.....90 KTS

Intercepting Major Descent Point (GS/FAF)

Throttle.....1700 RPM
Carb Heat.....On
Flaps.....10°
Pitch.....2.5° Down
Airspeed.....80 - 85 KTS

Briefing the Approach

WEATHER – ATIS/Automated Weather

INSTRUMENTS – Set as necessary.

RADIOS – Set as necessary

ENVIRONMENT – Brief the approach

Brief the approach from Top to Bottom

Header - Verify Name, Type, and Runway of the approach. Discuss the notes and frequencies and note any changes as necessary. Verify airport lighting. Tune and ID frequencies. Verify airport elevation and TDZE.

Planview – Brief current location relative to the airport, IAF, approach segments to the airport, and any procedure turns. Minimum Safe Altitude for the area. Brief runway position relative to Final Approach Course. Is circling required?

Profile – Brief fixes, altitudes, and minimums.

Missed Approach – Brief the FULL missed approach. The first 2 steps should be memorized.