



Cessna® 152

Please note that Flight Simulator X:SE must be correctly installed on your PC prior to the installation and use of this C152 simulation.

Operations Manual

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INTRODUCTION

The C152 is a two-seat, piston-engine aircraft equipped with fixed tricycle landing gear and a fixed-pitch propeller – ideal for touring and flight training.

Based on its predecessor, the C150, the aircraft was fitted with a more powerful engine in addition to other minor changes, such as an increased useful load.

The C152 was first introduced in 1977 and production ended in 1985. Over 7,500 C152s have been built and they continue to be flown all around the world.



Aircraft specifications

Dimensions

Length	7.3 m (24.1 ft)
Wingspan	10.2 m (33.4 ft)
Height (to top of tail)	2.6 m (8.6 ft)
Wing area	14.9 m ² (160 ft ²)

Engine

Type	Lycoming O-235 four cylinder, horizontally opposed,
------	---

	air-cooled piston
Power	110 horsepower at 2,550 RPM
Propeller	Two-blade, fixed-pitch

Weights

Empty weight	1,081 lb (490 kg)
Maximum weight	1,670 lb (757 kg)
Maximum baggage weight	120 lb (54 kg)
Maximum useful load	589 lb (267 kg)

Fuel and oil

Fuel capacity	26 US gallons (13 per wing tank)
Usable fuel	24.5 US gallons
Oil capacity	6 US quarts

Performance

VNE (never exceed speed)	149 KIAS
VNO (max. cruising speed)	111 KIAS
VA (manoeuvring speed)	104 KIAS (at 1,670 lb)
	93 KIAS (at 1,350 lb)
VFE (max. flap speed)	85 KIAS
VSO (stall speed)	43 KIAS (landing configuration)
Service ceiling	14,700 ft
Range	590 nautical miles (75% power at 8,000 ft)

Paint schemes

The C152 is supplied in the following eight paint schemes:

- G-BGAE (UK)
- G-BONW (UK)
- N5310H (USA)
- N95469 (USA)
- D-EBPC (Germany)
- F-GJCI (France)
- C-GQOP (Canada)
- VH-IVZ (Australia)

INSTALLATION, UPDATES AND SUPPORT

Installation is handled by Steam after purchase of the product. After purchasing the product the files will be downloaded and installation into the Scenery Library will be automatic.

Accessing the aircraft

To access the aircraft in FSX:

1. Click on 'Free Flight'.
2. Select 'Just Flight' from the 'Publisher' drop-down menu.
3. Select 'Cessna' from the Manufacturer drop-down and choose one of the schemes.
4. Tick the 'Show all variations' box to see all the available paint schemes.

Updates

Updates to the product will automatically be deployed, downloaded and installed via Steam to all users who own the product.

Technical Support

To obtain technical support (in English) please visit the [Support](#) pages on the Just Flight website. As a Just Flight customer you can obtain free technical support for any Just Flight or Just Trains product.

For support specifically on the Steam version of the add-on please contact [Dovetail Games](#).

Regular News

To get the latest news about Just Flight products, sign up for our [Newsletter](#) regular emails.

SYSTEMS GUIDE

Airframe

The C152 is a single-engine, all-metal aircraft with fixed landing gear. The aircraft has seating for two occupants, a 120-pound luggage compartment and a 110 HP engine.

The basic airframe is constructed out of aluminium alloy, with wingtips and fairings made of fibreglass. The fuselage is a semi-monocoque structure. There is a passenger door located on each side of the aircraft.

The wings are externally braced and have a one-degree dihedral angle. The trailing edge of the wing provides a mount for the flaps and ailerons. The four-position wing flaps are electrically controlled by a lever located in the centre of the panel. Each wing contains one fuel tank.

A vertical and horizontal stabiliser, elevator and rudder make up the empennage. The horizontal stabiliser contains the elevator trim tab actuator.

Fuel system

The fuel system was designed with simplicity in mind. Fuel is contained in two 13 US gallon tanks, one in each wing. Of the total 26-gallon capacity, only 24.5 gallons are usable.

A fuel shut-off valve, located on the floor between the two seats, allows the pilot to control the flow of fuel to the engine.

Fuel quantity is indicated by electrically operated gauges on the lower left panel. There is a separate fuel quantity gauge for each tank. The gauges cannot be relied upon for accurate readings and the fuel level should be checked manually before flight.

Electrical system

Electrical power is supplied by a 28-volt DC system which is powered by an engine-driven, 60-amp alternator and a 24-volt, 14-amp hour battery. The power is supplied through a single bus bar. A master switch controls the power to all circuits except the engine ignition system, clock and flight hour recorder. Avionics should be turned off prior to starting the engine.

Master switch

The master switch is a split-rocker type switch with OFF (down) and ON (up) positions. The left half of the switch (ALT) controls the alternator and the right half of the switch (BAT) controls all the electrical power to the aircraft.

In normal conditions both halves of the switch are placed in the same position, but the BAT side of the switch can be turned on separately to check equipment while on the ground.

Ammeter

The ammeter indicates the flow of current (in amperes) from the alternator to the battery, or from the battery to the electrical system. If the engine is operating and the master switch is on, the ammeter indicates the rate of battery charging. If the alternator is not functioning, or if the electrical load exceeds the output of the alternator, the ammeter indicates the rate of battery discharge.

A low voltage light indicates that the alternator has failed and that the battery is supplying all electrical power.

Circuit breakers

Most of the electrical circuits are protected by push-to-reset circuit breakers located on the lower centre of the panel.

Left-click on the circuit breakers to pull them out or push them in.

Vacuum system

The vacuum system provides the suction necessary to operate the air-driven gyro instruments – the directional and attitude indicator. The system consists of an engine vacuum pump, a vacuum relief valve, a filter and the necessary plumbing.

A suction gauge, mounted on the left panel, provides valuable information to the pilot about the operation of the vacuum system. A decrease in pressure, or zero pressure, over an extended period may indicate a problem with the vacuum system.

Normal vacuum readings are between 4.6-5.4 inches of mercury, a setting which provides sufficient vacuum to operate all the gyros at their rated RPM.

Pitot-static system

The system supplies both pitot and static pressure for the airspeed indicator, altimeter and vertical speed indicator.

Pitot pressure is picked up by the pitot head on the bottom of the left wing. The switch for pitot heat (labelled PITOT HT) is located on the left lower panel. Static pressure is sensed by button-type vents on each side of the aft fuselage. A static port is located on the lower left side of the forward fuselage.

Lighting system

Lights fitted to the aircraft include navigation, anti-collision beacon, taxi, landing, instrument panel and cabin dome lights. The lights are controlled by rocker switches on the left lower panel.

A rheostat control knob on the left lower panel controls the integral instrument lighting. A cabin dome light is located on the overhead panel and is controlled by the DOME LT switch on the left lower panel.

Instrument markings

Airspeed indicator markings

MARKING	KIAS VALUE OR RANGE	SIGNIFICANCE
White arc	35-85	Full flap operating range. Lower limit is maximum weight VSO in landing configuration. Upper limit is maximum speed permissible with flaps extended.
Green arc	40-111	Normal operating range. Lower limit is maximum weight VS1 with flaps retracted. Upper limit is maximum structural cruising speed.
Yellow arc	111-149	Operations must be conducted with caution and only in smooth air.
Red line	149	Maximum speed for all operations.

Engine indicator markings

INSTRUMENT	Red line or arc	Green arc	Red line
	Minimum limit	Normal operating	Maximum limit
Tachometer	-----	1,900-2,550 RPM	2,550 RPM
Oil temperature	-----	100-245°F (38-118°C)	245°F (118°C)
Oil pressure	25 PSI	60-90 PSI	100 PSI
Vacuum gauge	-----	4.6-5.4 inHg	-----

Limits

Weight limits

Maximum weight: 1,670 lb (757 kg)
Maximum weight in baggage compartment: 120 lb (54 kg)

Centre of gravity limits

Weight (lb)	Forward limit Inches aft of datum	Rearward limit Inches aft of datum
1,670	32.65	36.5
1,350 and below	31.0	36.5

The reference datum is the front face of firewall.

Manoeuvre limits

This aircraft is certificated in the utility category. The utility category is applicable to aircraft designed for limited aerobatic operations; these are limited to stalls (except whip stalls), lazy eights, chandelles, spins and steep turns.

Flight load factor limits

Positive load factor (maximum): +4.4 G (+3.5 G with flaps down)
Negative load factor (maximum): -1.76 G

Fuel limitations

Total capacity: 26 US gallons
Unusable fuel: 1.5 US gallons
Usable fuel: 24.5 US gallons

Landing gear

The C152 is equipped with fixed tricycle landing gear.

The nose gear is steerable through a 30-degree arc each side of centre by use of the rudder pedals and toe brakes.

The hydraulically actuated disc brake system includes toe brakes on the left and right set of rudder pedals. The parking brake is controlled by a knob on the lower left part of the panel.

Doors and exits

The aircraft is fitted with a door on either side of the fuselage.

To open the door on the port side, press [Shift]+[E].

To open the door on the starboard side, press [Shift]+[E] then [2].

A door can be opened from within the virtual cockpit by clicking on the associated door latch to pull it to the open position and then clicking on the door handle to push it open. It can be closed by clicking on the door handle to pull it closed and then clicking on the associated door latch to push it to the latched position.

Flight controls

Dual flight controls are provided. The flight control system consists of conventional aileron, rudder and elevator surfaces which are operated through mechanical linkages – a yoke for the ailerons and elevator, and pedals for the rudder (and brakes).

The trim tab is controlled by a trim control wheel located in the centre of the panel. Rotating the wheel forward gives nose-down trim and rotation aft gives nose-up trim.

Electronically controlled single-slot flaps are provided. The flap control is in the centre of the panel. To extend or retract the flaps, move the lever to the desired flap setting of 10, 20 or 30 degrees. An indicator located on the left side of the lever shows the flap movement. The flap system is protected by a 15-ampere circuit breaker labelled FLAP.

The aircraft will experience a pitch change during flap extension or retraction. This pitch change can be corrected by either elevator trim or increased yoke force.

Engine

The C152 is powered by a four-cylinder, horizontally opposed engine rated at 110 horsepower at 2,550 RPM. It is equipped with a starter, alternator, two magnetos, a vacuum pump and an oil filter.

Engine controls

The engine controls consist of a throttle control and a mixture control knob. These controls are located on the lower centre of the instrument panel.

The throttle knob is used to adjust the engine RPM, with the full forward position being fully open and the full aft position being fully closed. The mixture control knob is used to adjust the air-to-fuel ratio. The engine is shut down by placing the mixture control knob in the fully lean position.

The carburettor heat control knob is located to the left of the throttle.

Engine instruments

Indicators enable the pilot to check oil pressure, oil temperature and RPM. The engine instruments are located on the lower left panel.

Ignition and starter system

Engine ignition is provided by a dual magneto on two spark plugs per cylinder. Ignition is controlled by a key-operated rotating selector on the lower left portion of the left panel. The selector operates clockwise, with right, left, left/right and start positions.

Primer system

To assist with engine starting, the aircraft is equipped with a manual priming system. The primer is operated by a plunger knob on the lower left panel, which features a lock to prevent inadvertent use. To operate the knob, left-click once to unlock it and then again to pull it out. Right-click to push in the knob, and once you have finished priming the aircraft, right-click again to lock it.

Stall warning system

An approaching stall is indicated by a stall warning horn which is activated between 5-10 knots above stall speed. Mild airframe buffeting and gentle pitching may also precede the stall. Stall speeds are shown on a graph in the OPERATING DATA MANUAL included with this C152 software.

The stall warning horn emits a continuous sound and is not dependent on electrical power.

PANEL GUIDE

The instrument panel features the primary flight instruments and the engine instruments, as well as radios and navigation equipment.

The attitude and directional indicator, located on the left-hand instrument panel, are vacuum-operated. The vacuum (suction) gauge is co-located with these gauges. The turn indicator is electrically operated.

The radios are located in the centre section of the panel and the circuit breakers are in the lower right corner of the panel. The engine controls and wing flap lever are below the radios on the centre panel.

The right-hand instrument panel also contains the tachometer, ammeter and other instruments such as the flight hour recorder.

Additional features include door windows and two sun visors.

A large baggage area behind the rear seats is accessible from the cabin. When baggage is loaded, it is the pilot's responsibility to ensure that the aircraft's centre of gravity falls within the allowable CG range.

Panel selector

The panel selector arrow appears in the top left corner of the screen every time you load the C152:



Left-click on this arrow to open the panel selector:



You can use the panel selector to open the 2D panels:

- Checklist
- Flight computer
- Towbar control

Simply place your mouse cursor over the panel that you want to open (the panel will turn a darker shade of grey to make it easier to see which one you are about to select) and then left-click on it. It will turn red to indicate that it is open and the relevant 2D panel will appear. A tooltip will appear to indicate which panel/function the icon corresponds to.

The cross in the top left corner closes the panel selector and reverts to the arrow.

Two panel states can be toggled by clicking on the power icon:

Cold and Dark – engine and electrical power off, flaps up, parking brake on.

Ready for Take-off – engine and electrical power on, flaps set for take-off, parking brake off.

Checklist panel

In addition to the checklists in this manual, an interactive checklist is included in the aircraft as a 2D pop-up panel which can be accessed by clicking on the appropriate symbol on the panel selector.

Engine Start

1

Battery master switch - ON

Alternator switch - ON

Mixture - RICH

Throttle - 1/2 INCH OPEN

Propeller - CLEAR

Ignition switch - START

Engine started - CONFIRM

Ignition switch - BOTH

Throttle - ADJUST

Oil pressure - CHECK

Throttle - 800-1000 RPM

2

4



Previous Page

Next Page

PG 1/1

Previous Checklist

Next Checklist

3

1. Checklist name – in the top left corner of the panel is the name of the currently selected checklist, for example 'Engine Start'.
2. Checklist items – the checklist items are displayed in the centre of the panel. When the panel is first opened, or when a new checklist is selected, the items will appear in red text. Click on the checklist item when you have completed the relevant action/check and the item text will turn green to indicate that the item is complete. Hover over longer checklist items to see all of the text.
3. Checklist navigation buttons – at the bottom of the panel are four buttons. These allow you to cycle through the available checklists and select the previous/next page of the selected checklist. The button will be greyed out if it is not active.
4. Current page number – the checklist page number is displayed in the bottom right corner if there are multiple pages.

An interactive engine start checklist can be accessed by clicking on the icon in the lower left corner of the Checklist panel when either the 'Before Start' or 'Engine Start' checklist is selected.

The checklist items will automatically turn from red to green when you have completed the associated check. The Failures section displays the status of possible failures that will prevent engine starting. The failure items will automatically change from green to red if the associated failure occurs.

C 152

BEFORE START CHECKLIST

BRAKES - SET

CARBURETTOR HEAT - OFF

FUEL SELECTOR - ON

ENGINE STARTING CHECKLIST

THROTTLE - 1/2 INCH OPEN

ALTERNATOR SWITCH - ON

BATT MASTER SWITCH - ON

MIXTURE - RICH

IGNITION SWITCH - START

IGNITION SWITCH - BOTH

OIL PRESSURE - CHECK

OIL TEMPERATURE - CHECK

FAILURES

BATTERY STATE

OIL QUANTITY

VAPOUR LOCK

Left main panel



1. Airspeed indicator (ASI) – indicates airspeed in knots (outer scale) and MPH (inner scale)
2. Suction gauge
3. Attitude indicator (AI) – a pitch reference knob allows for the pitch bars (aircraft symbol) position to be adjusted nose-up or nose-down
4. Clock – a knob allows for adjustment of the hour and minute hands
5. Altimeter – a barometric pressure scale is provided for hPa/mb. The pressure setting knob tooltip displays the currently selected pressure in hPa/mb or inHg, depending on which unit of measurement is currently active in the simulator settings.
6. Omni-course (VOR 1) indicator – driven by KX 175B (or Flight1 GTN/GNS if installed). The indicator features a CDI needle, fail flag and back course light.
7. Low voltage warning light
8. Turn and bank indicator
9. Direction indicator – caging knob (bottom left) controls rotation of the compass card
10. Vertical speed indicator (VSI)
11. ADF indicator – driven by 300 ADF system. HDG knob controls rotation of the compass card.

Control lock

A control lock can be fitted to lock the ailerons and elevator control surfaces in a neutral position. The control lock features a red flag which covers the ignition switch.

To install or remove the control lock, click on the base of the yoke where it enters the centre of the panel.

The lock can only be fitted when the aircraft is on the ground.



Hiding the yoke

To enable easier access to the controls, you can hide the yokes by using the clickspot on the aircraft registration placard in the centre of the left main panel.



Left lower panel



1. Parking brake knob
2. Left and right fuel quantity indicators
3. Oil temperature and pressure indicators
4. Primer plunger knob

5. Master switch (battery/alternator)
6. Ignition/magneto selector
7. Panel light knob
8. Starter engaged light
9. Electrical switches – (left to right) dome light, pitot heat, navigation lights, strobe lights, beacon light, taxi light and landing light

Start selector

Fitting the control lock will automatically remove the ignition key. The ignition key can be inserted or removed by clicking on the metal area surrounding the ignition key slot.



Cabin doors



1. Window – the latch must be moved prior to opening/closing the window
2. Door latch – click to latch or unlatch the door
3. Door handle – click to push the door open or pull it shut

Centre panel



1. KMA 20 audio selector
2. KX 175B COM 1 / NAV 1 radio
3. 300 ADF receiver
4. RT-359A transponder

Lower centre panel



1. Carburettor heat control knob
2. Throttle control knob
3. Mixture control knob
4. Flap control lever and position indicator
5. Cabin air and heating control knobs
6. Elevator trim wheel and position indicator
7. Circuit breakers
8. Map storage – click and drag to open and close the door

Right panel



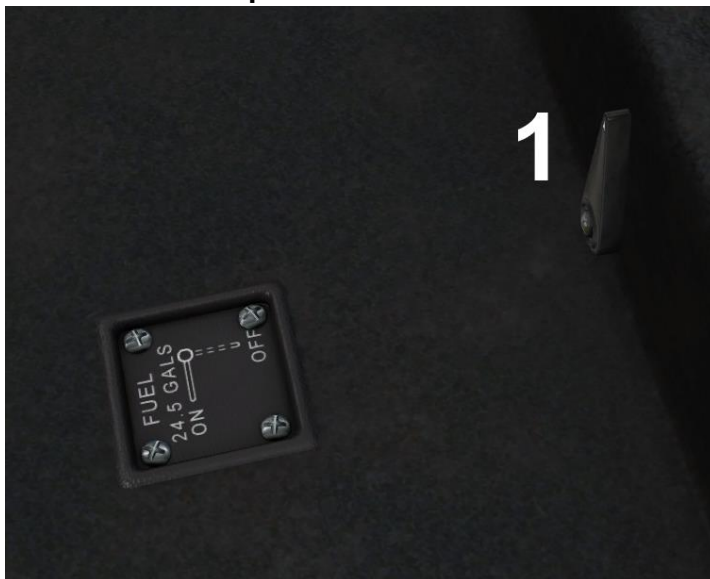
1. Tachometer (RPM) – incorporates an engine hour totaliser
2. Intercom controls
3. Ammeter
4. Flight hour recorder

Upper cockpit



1. Outside air temperature indicator
2. Sun visors – click and drag to move
3. Whiskey compass

Lower cockpit



1. Fuel shut-off valve

KMA 20 – audio selector



1. Microphone selector switch
2. AUTO switch
3. Receiver selector switches
4. Marker beacon sensitivity and lamp test switch
5. Marker beacon lights

The KMA 20 is an audio control system which provides control over transceiver and receiver outputs through the use of selector switches. The simulator doesn't allow for separate speaker and headphone outputs so both buttons perform the same function.

The COM 1 and COM 2 switches are used to toggle the COM 1 and COM 2 transceiver audio, allowing you to select COM 1 and/or COM 2 as the audio source(s) to monitor.

The NAV, DME, MKR and ADF switches are used to toggle the associated audio sources.

When the AUTO switch is placed in either the SPEAKER or PHONE position, the unit will automatically match the corresponding receiver audio with the selected transmitter. For example, with COM 1 selected on the microphone selector knob, the COM 1 audio source will be automatically enabled.

The microphone selector knob connects the microphone to the selected output. Due to simulator limitations, transmissions can only be made on COM 1.

KX 175B – COM 1 / NAV 1 radio



1. COM 1 frequency display
2. COM 1 power/test switch
3. COM 1 volume knob
4. COM 1 frequency selector knobs
5. NAV 1 frequency display
6. NAV 1 power/mode switch
7. NAV 1 volume knob
8. NAV 1 frequency selector knobs

The KX 175B is a very simple COM/NAV radio and acts as COM 1 / NAV 1.

COM controls

Rotate the power/test switch to the ON position. Turn up the volume using the volume knob and then rotate the concentric selector knobs to tune in a COM frequency.

The COM radio will operate with either ON or TEST selected.

NAV controls

Rotate the power/mode switch to the VOICE position. Turn up the volume using the volume knob and then rotate the concentric selector knobs to tune in a NAV frequency.

Rotate the power/mode switch to the IDENT position to hear the audio identifier.

300 ADF receiver



1. Power/volume knob
2. Mode selector knob – selects BFO, REC, ADF or TEST mode
3. Frequency display
4. Frequency select knobs – tune the ADF frequency

Frequency selection

The ADF frequency is displayed on three counters.

The frequency is selected using the frequency select knobs which are rotated either clockwise or anti-clockwise. The right inner knob tunes the 1s. The right outer knob tunes the 10s. The left knob tunes the 100s and the 1,000s.

Operating modes

REC mode provides improved audio reception from the station tuned and is usually used for identification. The bearing pointer on the ADF indicator will be deactivated and immediately turn to the 90° relative position and remain there during reception.

ADF mode activates the bearing pointer on the ADF indicator, causing it to point in the direction of the station relative to the aircraft heading.

BFO mode permits the carrier wave and the associated Morse code identifier broadcast on the carrier wave to be heard.

With TEST mode selected, the bearing pointer on the ADF indicator will be deactivated, immediately turn to the 90° relative position and remain there.

ADF test

Select TEST mode and confirm that the bearing pointer moves directly to the parked 90° position. Make sure that the unit is tuned to a usable frequency and then select ADF mode. Confirm that the needle moves to the station bearing.

RT-359A – transponder



1. Function selector knob
2. Reply light
3. Identification push-button
4. Dimmer knob (non-functional in this simulation)
5. Test push-button
6. Code windows
7. Code knobs

Operating the transponder

The function selector knob should be in the OFF position before starting the aircraft's engine. Select the required reply code by rotating the four code knobs (one per code digit). The code will be displayed in the four code windows.

After starting the engine, turn the function selector to standby (SBY). The transponder will take approximately 45-50 seconds to become operational. Once you are airborne, turn the function selector to ON, enabling normal Mode A operation.

Turn the function selector to the altitude (ALT) position for altitude reporting (Mode C) to ATC.

Important codes

7700: Emergency

7600: Communications failure

7500: Hijacking

0000: Reserved for military aircraft

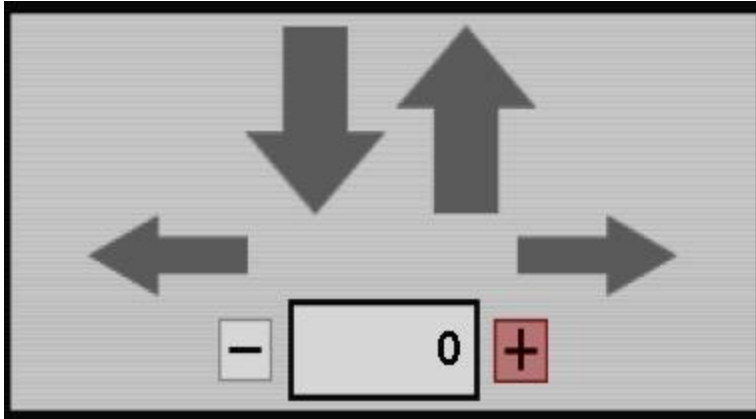
Squawk ident

When you are asked to ident by ATC, press and release the ident push-button. Your aircraft will be positively identified to the air traffic controller.

Reply light

During normal operation the reply light will flash to indicate that the transponder is functioning properly and replying to interrogations from ground radar. Interrogations occur at 10-15 second intervals, corresponding to each radar sweep.

Towbar panel



The towbar panel allows you to manoeuvre the aircraft on the ground with the towbar which is fitted to the nose gear.

To begin towing the aircraft, click on the forwards or backwards arrow button, depending on the direction in which you would like to move the aircraft. The arrow will turn red to indicate that towing is enabled.

You can change the speed at which the aircraft is being towed by using the plus and minus buttons. The selected speed is shown in knots.

The aircraft can be rotated left or right by clicking on the corresponding direction arrow buttons.

Flight computer

FLIGHT COMPUTER

OAT: 7 (C) 45 (F)

GS: 100 (KTS) 115 (MPH) 186 (KPH)

ENDURANCE (H/M): 5 hrs 22 mins

RANGE: 539 (NM) 620 (SM) 998 (KM)

NMPG 12 / SMPG 14

DALT: 4002 ft / PRESS ALT: 4001 ft

TAS: 100kt TRACK: 266° DRIFT: 0.64°

FUEL FLOW: 8 (GAL) 32 (LT)

FUEL USED: 2.66 gallons

HEADWIND COMPONENT: 0kt

RESET FUEL BURN

The flight computer provides a variety of information:

- Outside air temperature (OAT) – Celsius and Fahrenheit
- Groundspeed (GS) – nautical miles per hour, statute miles per hour and kilometres per hour
- Endurance – hours and minutes
- Range – nautical miles, statute miles and kilometres
- Nautical miles per gallon and statute miles per gallon
- Density altitude and pressure altitude (feet)
- True airspeed (knots), track (degrees) and drift (degrees)
- Fuel flow – gallons and litres
- Fuel used – total fuel burn (gallons)
- Crosswind component (knots)
- Headwind/tailwind component (knots)

The total fuel burn can be reset by clicking on the RESET FUEL BURN button.

GROUND

The aircraft can be fitted with chocks and tie-downs whilst on the ground.

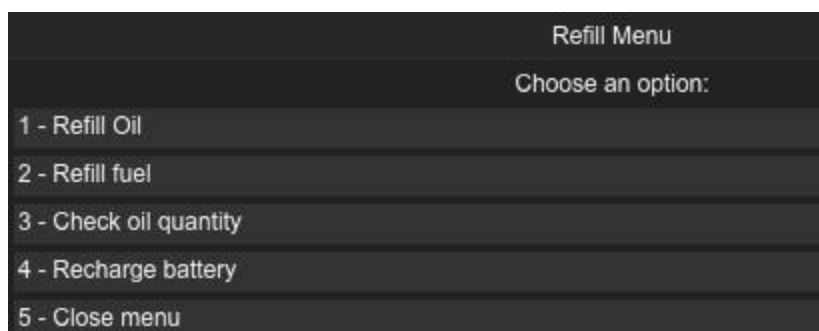


The chocks and tie-downs will appear whenever the aircraft is on the ground with the engine off, electrical power off and the parking brake applied.

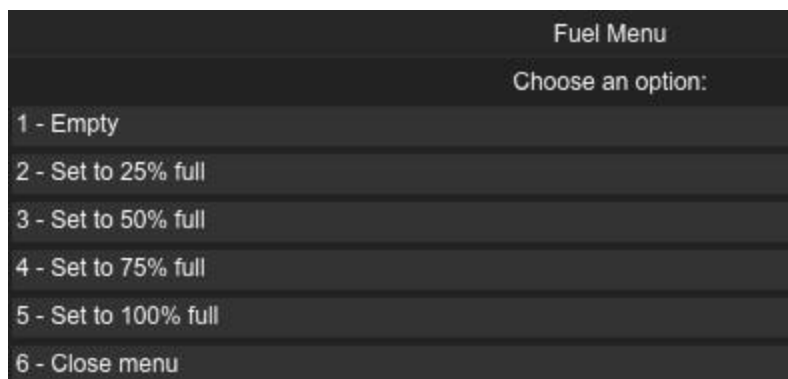
REFILL MENU

To simulate the operation of the real aircraft, the engine oil and aircraft battery voltage are recorded whenever you stop flying the C152 and these quantities will then be restored when the aircraft is next loaded.

The engine oil and fuel can be refilled, and the aircraft battery recharged, from the Refill Menu. This menu can be accessed whilst the aircraft is parked with the engine off by moving the intercom power switch on the right panel to the ON (up) position. It can also be accessed from the menu bar. The Refill Menu will appear on screen:



Selecting the 'Refill fuel' option will bring up the Fuel Menu, allowing you to set the fuel level from empty (0%) to full (100%).



The Refill Menu also allows you to check the current oil quantity.

To close the Refill Menu, select the 'Close menu' option or move the intercom switch to the OFF (down) position.

FAILURES

In addition to supporting the simulator's own failures system, this C152 simulation includes a few of the more common failures found on these aircraft:

- **Spark plug fouling** – this can occur if the engine is kept at low RPM for prolonged periods and symptoms include rough running with a subsequent increase in cockpit vibration. If fouling occurs, increase engine RPM.
- **Vapour lock** – this can occur for up to approximately 30 minutes after the engine has been shut down. After shutdown, fuel vapour can remain in the fuel lines as the result of high temperatures. This vapour disrupts the operation of the fuel system and creates an incompatible mix of air and fuel, so you might need a few attempts at starting the engine before ignition occurs. This problem is more likely to occur when operating in high temperatures.
- **Engine failure caused by low oil quantity** – over time the engine will consume oil. The current oil quantity can be checked and refilled using the Refill Menu. If the engine consumes all the oil, the engine will eventually fail.
- **Battery failure** – the battery can be quickly drained either by leaving electrical systems switched on without the engine (and therefore alternator) running, or by repeated attempts to start the engine. The battery can be recharged using the Refill Menu.

These failures are disabled by default and can be enabled/disabled from the menu bar.

On-screen messages will appear to warn you in the event of low oil quantity or battery voltage.

If you are unable to start the engine, please check the following items:

Fuel flow – to ensure sufficient fuel flow for ignition, confirm that the fuel pump is switched on and the mixture knob is set to rich (forward). Confirm fuel flow using the flow gauge prior to attempting an engine start. Refer to the [NORMAL PROCEDURES](#)

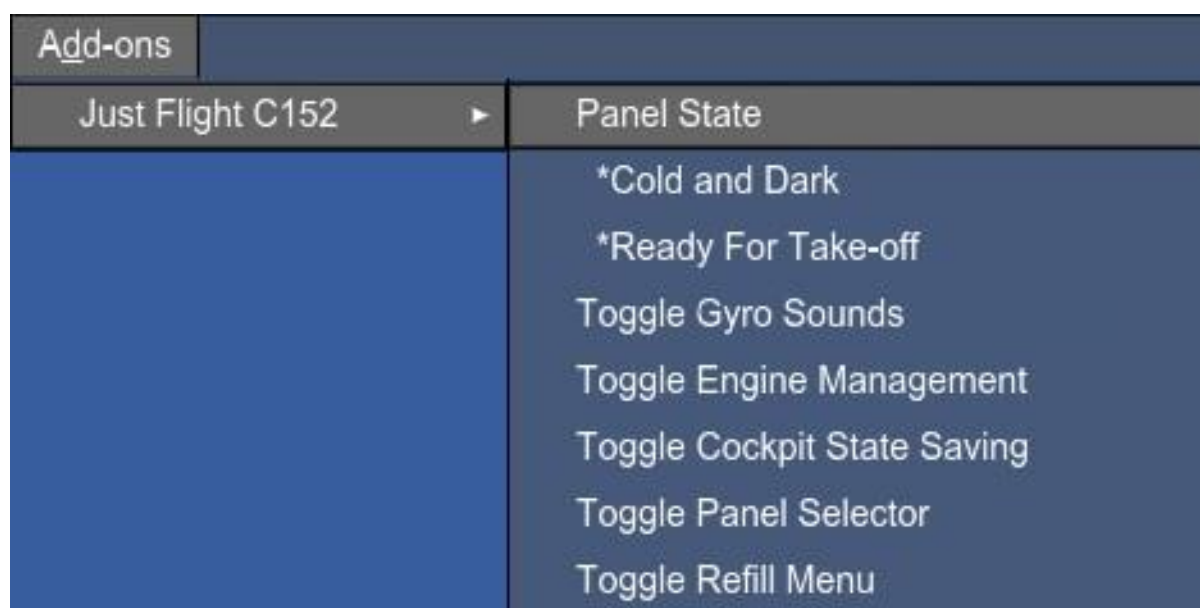
Vapour lock – this can occur for up to approximately 30 minutes after the engine has been shut down. After shutdown, fuel vapour can remain in the fuel lines as the result of high temperatures. This vapour disrupts the operation of the fuel system and creates an incompatible mix of air and fuel, so you might need a few attempts at starting the engine before ignition occurs.

Oil quantity – if you have engine management/failures enabled, make sure that you have sufficient engine oil before attempting to start the engine, otherwise engine failure may occur.

You can also start the engine using the power icon located on the 2D panel selector or the 'Ready for take-off' option in the menu bar.

MENU BAR OPTIONS

When the C152 is loaded in FSX:SE , a new entry will appear in the 'Add-ons' menu called 'Just Flight C152'.



This menu allows you to select panel states, toggle various options and open the Refill Menu.

Panel states

Two panel states can be selected from the menu:

Cold and Dark – engine and electrical power off, flaps up, parking brake on.

Ready for Take-off – engine and electrical power on, flaps set for take-off, parking brake off.

The panel state (position of switches, levers etc.) is saved automatically whenever you save a flight using the simulator 'Save' menu. The panel state is automatically reloaded when you subsequently load the saved flight.

The panel state can also be saved/reloaded automatically between non-saved flights, allowing you to always return to your cockpit in the same state that you last left it. Cockpit state saving can be enabled/disabled using the 'Toggle Cockpit State Saving' option. A message will appear on screen to indicate whether cockpit state saving is on or off.

Gyro sounds

The turn coordinator gyro sounds were recorded from the real aircraft but we have included an option to disable these sounds if you wish. To toggle these sounds on/off, select 'Toggle Gyro Sounds'. A notification will appear on screen to indicate whether they are on or off.

Engine management

You can enable or disable the following engine failure/management features:

- Spark plug fouling
- Vapour lock
- Oil usage and engine failure caused by low oil quantity
- Battery usage

To enable or disable these features, select the 'Toggle Engine Management' option. A notification will appear on screen to indicate whether they are on or off.

Panel selector

This option allows you to enable or disable the 2D panel selector arrow. The arrow will no longer be visible if it is disabled and this setting will be remembered the next time you load the aircraft.

FLYING THE C152

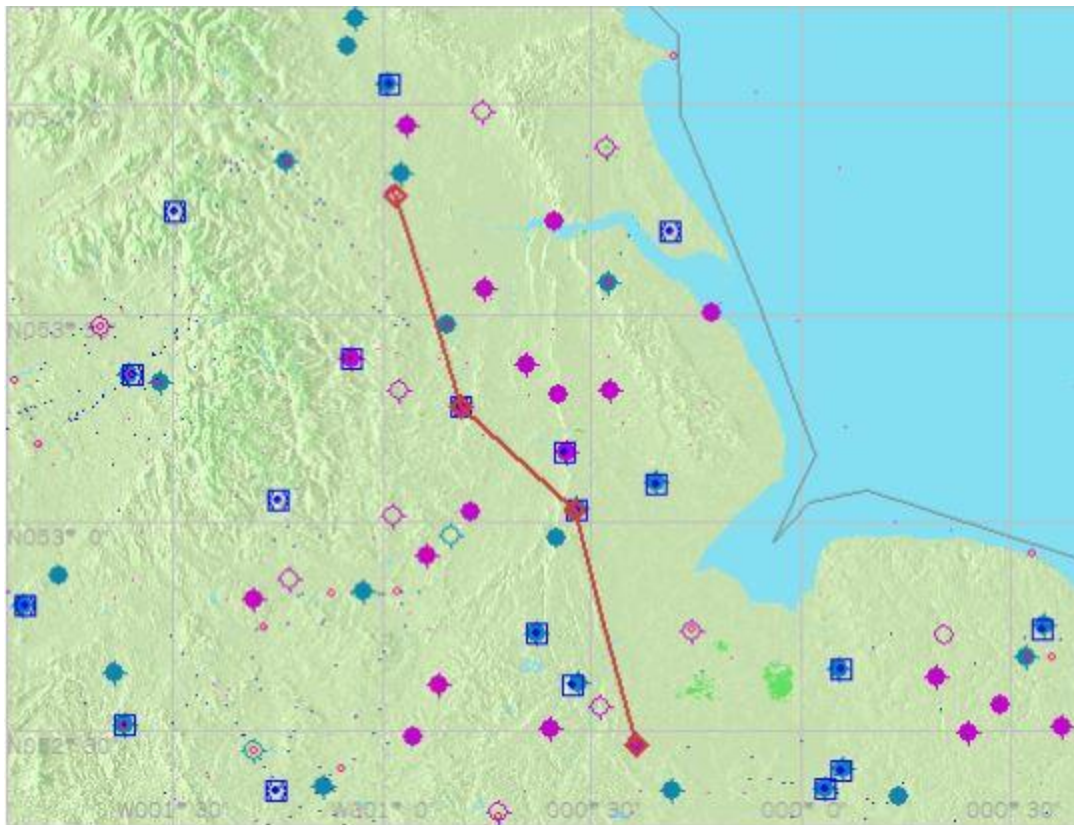
In this tutorial flight we will be departing from Conington airfield, located six miles south of Peterborough and 20 miles north-west of Cambridge, UK. We will be heading north-west, passing to the east of RAF Wittering and RAF Cottesmore before flying over RAF Cranwell and Gamston airfield.

We will approach Sherburn-in-Elmet from the south-east, covering approximately 89 nautical miles. This flight is the ideal length for learning about the essential systems on board the C152.

We will be using Just Flight's Conington scenery in this tutorial but the tutorial can be flown using default scenery or other payware renditions of Conington.

Here are the details for today's flight:

EGSF – CWL (423.0) – GAM (112.80) – SBL (323.0) – EGCJ



Estimated time en route: 40 minutes

Route distance: 89 nautical miles

Departure time: 1200 (local time)

Weather: Clear

Now that we are prepared for the flight we can proceed to the cockpit to begin our pre-flight checks. To load up the C152 tutorial flight, follow these steps:

1. Start Flight Simulator X, FSX: Steam Edition or Prepar3D.
2. If you are using FSX, select the **Free Flight** menu.
3. Choose **Load**.
4. Select **Just Flight C152 tutorial flight** from the list of saved flights.
5. Click on **Fly Now!** (Flight Simulator X) or **OK** (Prepar3D).

You should now find yourself sitting in the cockpit at Conington airfield. Before we continue, we need to configure the aircraft in a 'cold and dark' state, with all the cockpit systems switched off, as you would find the aircraft prior to the first flight of the day. By beginning in this configuration we will need to spend some additional time setting up the cockpit, but doing so will allow you to learn a considerable amount about the features and functions on board this light aircraft.

To configure the aircraft in a cold and dark state, open the 2D panel selector and then click on the 'Toggle Power' icon (the lightning bolt). The engine will shut down and the electrical power will be switched off.



This tutorial will cover the necessary steps for you to get from point A to point B, but it will not explore each system in depth. Please refer to the rest of this manual for details of each system.

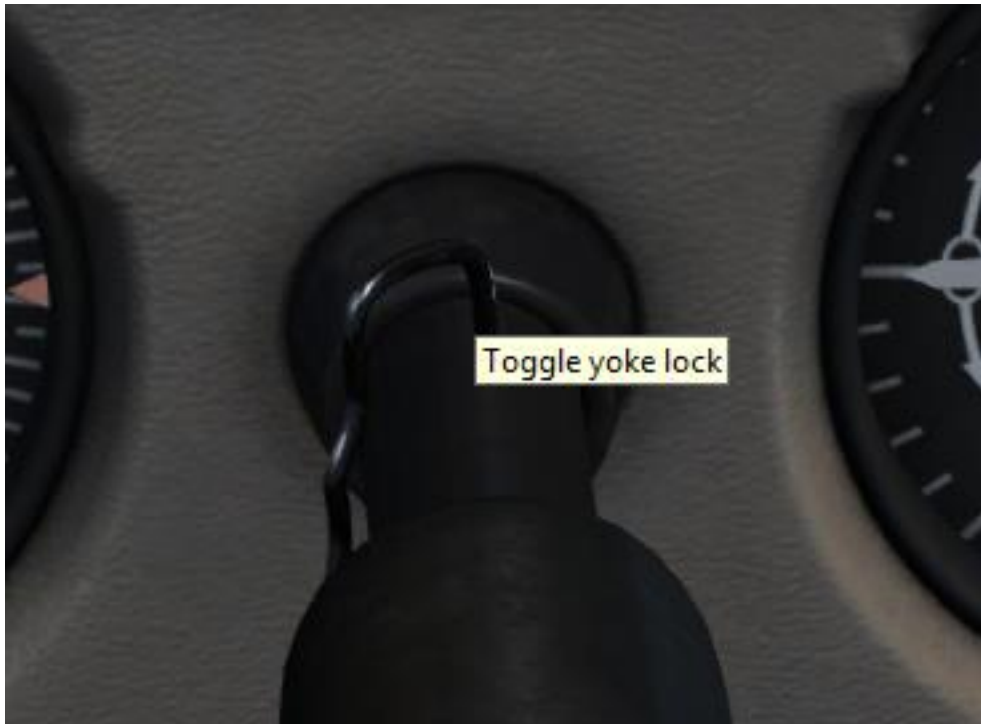
Getting started

The first step is to open both doors to allow entry into the cockpit. In the virtual cockpit, click on the 'PULL TO OPEN' door latches and then click on the black door handles to push them open.



We can now start working through the pre-flight inspections.

Start by removing the control lock from the left yoke by clicking on the base of the yoke, where it is mounted to the panel.



To enable easier access to the controls, you may want to hide the yokes by using the clickspot on the aircraft registration placard in the centre of the left main panel.



Check that the magneto selector is set to **OFF** (rotated fully anti-clockwise) and that the ignition key is removed.



Confirm that the parking brake knob is pulled **ON**.



Check that all avionics are **OFF** and that the mixture knob is set to **IDLE CUT-OFF**. Then switch **ON** the battery master.



Check the left and right fuel quantity gauges to confirm that we have full tanks (25 gallons per tank).



Switch **ON** all the exterior lights and extend the flaps to **30°**.



Switch to the exterior (Spot) view and confirm that all the lights are illuminated and that the flaps are fully extended before returning to the cockpit and switching **OFF** the lights and battery master.



Check that you have full and free movement of the flying controls and then move the elevator trim through its full range before returning it to the centre (take-off) position.



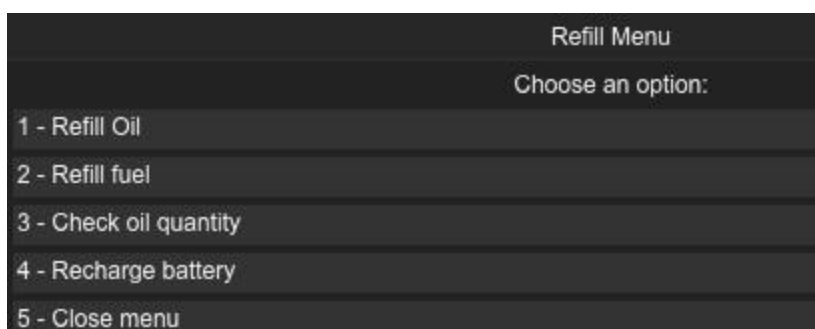
Switch to the external (Spot) view and carry out a visual inspection of the aircraft. The wheel chocks and tie-downs should be visible. Confirm that the towbar is not connected/visible.



Returning to the cockpit, left-click on the intercom switch on the right side of the main panel to move it to the **ON** (up) position.

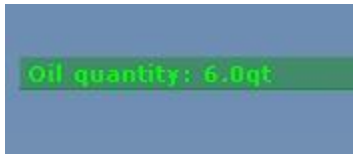


The Refill Menu window will appear. This menu allows you to refill the engine oil and fuel, recharge the aircraft battery and check the oil quantity.



Use the menu to recharge the battery in case it has discharged while you've been finding your way around the cockpit. Then check the oil quantity, which will be displayed in the top left corner of the screen.

If the oil quantity displayed is less than six quarts, use the 'Refill Oil' option to top it up.



We are now finished with the Refill Menu, so select the 'Close menu' option. Once the menu has closed, left-click on the intercom switch to move it back to the **OFF** (down) position.

Starting the engine

To avoid battery draining, we will start the engine before configuring the avionics for our departure.

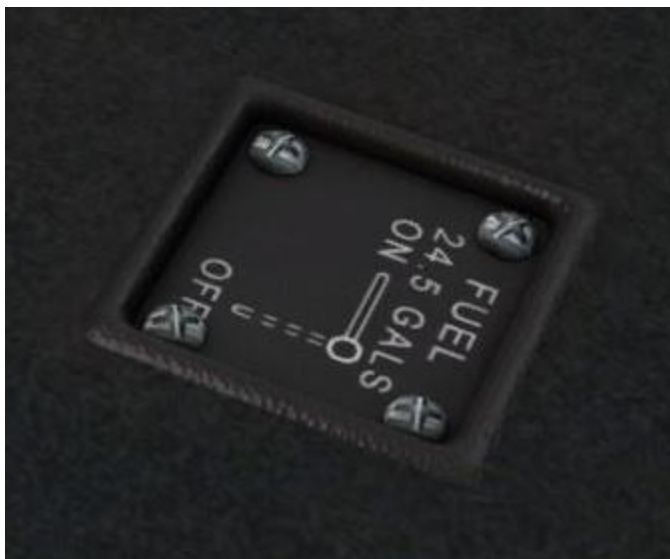
Close the passenger doors by first clicking on the black door handles to pull them shut and then clicking on the door latches to move them to the latched/locked position.



Check that the parking brake is set and that all circuit breakers are pushed in.



On the floor, make sure that the fuel shut-off valve lever is in the **ON** position.



On the throttle quadrant, move the mixture knob to the **FULL RICH** (fully forward) position and advance the throttle knob to approximately **1/4 open**.

Confirm that the carburettor heat lever is set to **OFF** (pushed in).



Switch **ON** the battery master and alternator switches to provide electrical power to the aircraft.



Turn **ON** the beacon and navigation lights, warning anyone in the area that we are about to start the engine.



Insert the ignition key by clicking on the metal area surrounding the ignition key slot.



Check that the area surrounding the aircraft is clear of obstructions and then rotate the magnetron/start selector to the **START** (fully clockwise) position.



When the engine starts, release the magneto/start selector and it will return to the BOTH position. Check that the oil pressure and temperature are rising.



With the engine running and the alternator charging the battery, we can now switch on the avionics. Starting at the top of the centre panel and working down, switch on the KMA 20, KX 175B, 300 ADF and RT-359A units.



Configuring the avionics

We now need to configure the avionics for our departure.

Using the knob on the direction indicator, rotate the compass card to ensure that it matches the heading shown on the whiskey compass. Alternatively, use the 'Heading indicator (reset)' keyboard assignment.



Once we are settled into our climb to the north we will make a turn to fly towards the first waypoint on the route, Cranwell (CWL) NDB. In preparation, tune the NDB frequency (**423.0**) into the 300 ADF unit.



Tune the second waypoint on our route, Gamston VOR (**112.80**), into the KX 175B (NAV 1) unit.



Rotate the OBS knob on the VOR 1 indicator to select **313 degrees**. This is the course inbound to the Gamston VOR from the Cranwell NDB.



Taxi

We can now taxi to the runway. Check that the area around the aircraft is clear of obstacles and then release the parking brake. Apply power slowly to get the aircraft rolling and then start your taxi to the threshold of runway 28.

Steering the aircraft with the rudder pedals only is generally sufficient. The combined use of the rudder pedals and the brakes permits, if necessary, tight turns.

Check the operation of gyroscopic instruments (horizontal attitude, heading and turn and bank indicators) by means of alternate turns.

Stop at the holding point just short of runway 28. We can carry out the power (ground) checks here.

Set the parking brake and advance the throttle knob to obtain 1,700 RPM and then rotate the magneto selector to the **LEFT** position, note the RPM drop and then rotate it back to the **BOTH** position. Repeat the process for the right magneto.

To carry out a carburettor heat check, pull the carburettor heat lever to **ON**, check for a small drop in RPM and then push the carburettor heat lever to **OFF**. If the RPM increases to significantly more than the original 1,700 RPM, icing conditions are likely to be present. With clear skies and moderate temperatures for our flight, however, that shouldn't be an issue.



Check that the suction, oil temperature, oil pressure and ammeter readings are within limits.



Finally, reduce the throttle to idle and check for rough running.

We can now run through the before take-off checks.

Move the flap lever to **10°** and look left and right to confirm that the flaps have extended.

Confirm that the battery master and alternator switches are both set to **ON**.

Check that the carburettor heat lever is set to **OFF** and that the mixture knob is in the **FULL RICH** (fully forward) position.

Confirm that the magneto selector is in the **BOTH** position and that the primer is pushed in and locked, then switch **ON** the landing light.

Confirm that the elevator trim wheel indicator sits in the centre (TAKEOFF) position.



Confirm that both doors are latched and that you have full and free movement of the flying controls.

Finally, switch **ON** the PITOT HEAT switch.

With the before take-off checks complete, have a look left and right, verify that nothing is on approach and that the runway is clear, and then taxi onto the runway.

Take-off

Line up with the runway centre line and then come to a stop. Smoothly apply full power and, as the aircraft starts to gather speed, keep it running down the centre line with rudder inputs. As you approach **55 knots** start to raise the nose of the aircraft.

Make elevator inputs as required to maintain an initial climb speed of approximately **65 knots**, holding the runway heading (276 degrees).



Climb

Retract the flaps as you climb through 300ft AGL.

We can now begin a turn towards the first waypoint, Cranwell (CWL) NDB. With the NDB now in range, the needle on the ADF indicator will point towards it. The ADF indicator's compass card is not controlled by a directional gyro and therefore it won't rotate automatically as the aircraft changes heading. Instead, rotate the compass card using the heading knob until your current magnetic heading is at the top of the gauge and then check the needle to get the relative bearing to the NDB.

The needle should indicate a bearing of approximately 346 degrees. Bank the aircraft to the right to bring it onto a heading of **346 degrees** whilst continuing your climb.



Continue to use the heading bug to make any further adjustments to continue tracking towards the NDB.

Lower the nose of the aircraft to maintain a cruise climb speed of **80 knots**.

Cruise

Level the aircraft out as you approach 2,500ft and once the aircraft has reached **90 knots**, reduce the throttle to maintain that airspeed.



With the aircraft stabilised in cruise, you can sit back and take in the views across the Fens and Lincolnshire. RAF Wittering ('Home of the Harrier') and RAF Cottesmore (which used to house the Tri-national Tornado Training Establishment) can be seen past the port wing.



It is a good idea to periodically run through the 'FREDA' checks whilst in the cruise:

- F** – check the fuel gauges to ensure that there is sufficient fuel for the remainder of the flight.
- R** – check that the correct radio frequency is selected and that the transponder is set as required.
- E** – check the engine instruments (oil temperature and pressure).

D – check that the direction indicator is correctly aligned with the whiskey compass reading and that you are on the correct heading (towards the Cranwell NDB in this case).

A – check that the barometric pressure setting is correctly set on the altimeter.

RAF Cranwell should be visible ahead of the aircraft approximately 20 minutes into the flight. As the airfield begins to disappear under the nose of the aircraft, we will begin our turn towards the Gamston VOR. We tuned in the frequency and selected the correct OBS on the VOR 1 indicator.

The CDI needle should be moving towards the centre of the gauge as we approach the airfield. As it reaches the central mark on the gauge, begin a left turn to **313 degrees** – the course towards the VOR.



After reaching Gamston we will make a right turn towards Sherburn-in-Elmet. The airfield has a co-located NDB which we can use to locate it. Tune the NDB into the ADF receiver – **323.0**. The NDB is not yet in range so the ADF indicator needle will not yet show a bearing.

The leg to the Gamston VOR should take approximately fifteen minutes. This is the ideal opportunity to take a quick look at some of the features of the aircraft.

The C152 has a relatively basic avionics fit which is well suited to its role as a training and touring aircraft. In addition to the primary instruments, the cockpit is fitted with omni-course (VOR 1) and ADF indicators for navigation purposes.

In the centre of the panel is the radio stack which features the KMA 20 audio selector, KX 175B COM 1 / NAV 1 radio, 300 ADF receiver and RT-359A transponder.

Another useful feature for navigation is the Flight Computer panel, which can be opened from the 2D panel selector. The flight computer shows a variety of real-time information related to everything from speed to fuel burn/flow and range/endurance.

FLIGHT COMPUTER

OAT: 7 (C) 45 (F)

GS: 100 (KTS) 115 (MPH) 186 (KPH)

ENDURANCE (H/M): 5 hrs 22 mins

RANGE: 539 (NM) 620 (SM) 998 (KM)

NMPG 12 / SMPG 14

DALT: 4002 ft / PRESS ALT: 4001 ft

TAS: 100kt TRACK: 266° DRIFT: 0.64°

FUEL FLOW: 8 (GAL) 32 (LT)

FUEL USED: 2.66 gallons

HEADWIND COMPONENT: 0kt

RESET FUEL BURN

Use any remaining time to explore the cockpit using the [PANEL GUIDE](#) for reference.

The ADF indicator needle should spring to life shortly before reaching Gamston. Begin a right turn as you approach the airfield to bring the aircraft onto a heading towards the Sherburn-in-Elmet NDB, approximately **344 degrees**.

Approximately twenty miles before reaching the airfield you will fly overhead Doncaster Sheffield Airport, formerly RAF Finningley and now home to Vulcan XH558.



Descent

Sherburn-in-Elmet is located to the east of the city of Leeds and to the south of what used to be RAF Church Fenton. We are going to land on the westerly hard runway.

As the airfield comes into view, pull the carburettor heat **ON** and reduce the throttle to obtain **1,700 RPM**. Lower the nose and trim the aircraft to begin a descent at **90 knots**.

Begin a right turn as you approach the airfield to bring the aircraft onto a left base leg for runway 29.



Approach and landing

As you descend, confirm that the landing light is switched **ON**, the mixture is set to the FULL RICH (**fully forward**) position, the primer is pushed **IN** and the parking brake is **OFF**.

Once established on the base leg, raise the nose to reduce your airspeed to **80 knots** and extend the flaps to the **20°** position. Pitch the nose down to maintain **65 knots**.

With the airfield in the 10 o'clock position, turn the aircraft onto final approach and extend the flaps to the **30°** position.



As the aircraft arrives over the runway, start to bring the aircraft into a flare, gently raising the nose just above the horizon. Reduce the throttle to idle and the aircraft should touch down smoothly.



Apply gentle braking and, once the aircraft has slowed to a fast walking pace, turn right off the runway. When you are safely off the runway, raise the flaps and push the carburettor heat to **OFF**.

You can also switch **OFF** the landing light and pitot heat.

Shutdown

Begin your taxi to the nearest available parking spot.

Once you have come to a stop at your chosen parking spot, engage the parking brake and switch **OFF** the avionics.

Bring the throttle knob back to **IDLE** and then bring the mixture knob back to **IDLE CUT-OFF** to shut down the engine.

Once the engine comes to a stop, rotate the magneto selector to the **OFF** position and remove the ignition key.

Switch **OFF** the navigation and beacon lights and then switch **OFF** the alternator and battery to disconnect the electrical power.

Fit the control lock to the yoke and then open the passenger doors.

Congratulations – you have completed the C152 tutorial flight!



NORMAL PROCEDURES

Airspeed (IAS) for normal operations

Take-off:	
Normal climb out	65-75 KIAS
Short field take-off, flaps 10°, speed at 50ft	54 KIAS
Climb (flaps up):	
Normal	70-80 KIAS
Best rate of climb (V _Y)	67 KIAS
Best angle of climb (V _X)	55 KIAS
Landing approach:	
Normal approach, flaps up	60-70 KIAS
Normal approach, flaps 30°	55-65 KIAS
Short field approach, flaps 30°	54 KIAS
Operating speed in turbulent air:	
1,670 lb	104 KIAS
1,350 lb	93 KIAS
Maximum demonstrated crosswind	12 KIAS

Pre-flight

Cockpit

Control lock	REMOVE
Parking brake	SET
Mixture	IDLE CUT-OFF
Ignition switch	OFF
Master switch	ON
Fuel gauges	CHECK QUANTITY
Flaps	30°
Master switch	OFF
Fuel shut-off valve	ON

Left/right wing

Flap and aileron	CHECK
Wing tip and lights	UNDAMAGED
Tie-down	REMOVED
Fuel tank	CHECK LEVEL

Nose section

Chocks	REMOVED
Towbar	REMOVED (NOSE GEAR)
Oil	CHECK LEVEL
Propeller	GOOD CONDITION
Air inlets	CLEAR
Landing/taxi light	CHECK

Tail section

Fin	CHECK CONDITION
Rudder	CHECK CONTROLS
Trim tab	CHECK CONTROLS
Tail cone	CHECK CONDITION

Before starting engine

Parking brake	SET
Circuit breakers	IN
Carburettor heat	OFF
Avionics	OFF
Fuel shut-off valve	ON

Engine starting

Caution: If a positive oil pressure is not indicated within 30 seconds after an engine start, stop the engine and determine the cause of the trouble. In cold weather it will take a few seconds longer to get a positive oil pressure indication.

Hot engine

Mixture	FULL RICH
Carburettor heat	OFF
Prime	AS REQUIRED (up to 3 strokes)
Throttle	HALF AN INCH OPEN
Master switch	ON
Ignition switch	START

When the engine starts:

Ignition switch	BOTH
Oil pressure	CHECK
Throttle	800-1,000 RPM

Taxiing

Taxi area	CLEAR
Parking brake	RELEASE
Throttle	APPLY SLOWLY
Brakes	CHECK
Steering	CHECK

Steering the aircraft with the rudder pedals only is generally sufficient. The combined use of rudder pedals and brakes permits, if necessary, tight turns.

Check the operation of gyroscopic instruments (horizontal attitude, heading and turn and bank indicators) by means of alternate turns.

Before take-off

Parking brake	SET
Flight controls	FREE and CORRECT
Fuel shut-off valve	ON
Mixture	RICH
Elevator trim	TAKEOFF
Throttle	1,700 RPM
Magnetos	CHECK (max. drop 125 RPM)
Carburettor heat	CHECK (for RPM drop)
Vacuum	4.6-5.4 inHg
Oil temperature	CHECK
Oil pressure	CHECK
Ammeter	CHECK
Lights	AS REQUIRED
Throttle	RETARD
Brakes	RELEASE

Take-off

Lined up on runway

CHECK COMPASS

Normal technique

Flaps
Carburettor heat
Throttle

**0-10°
OFF
FULL OPEN**

Accelerate to 50 KIAS.

Yoke

**Back pressure to rotate smoothly to climb
attitude**

Climb speed

65-75 KIAS

Short field take-off

Flaps
Carburettor heat
Brakes
Throttle
Mixture
Brakes

**10°
OFF
APPLY
FULL OPEN
RICH
RELEASE**

Accelerate to 54 KIAS.

Yoke

**Back pressure to rotate smoothly to climb
attitude**

Maintain 54 KIAS until obstacle is cleared then accelerate to 65 KIAS.

Flaps

Retract after reaching 60 KIAS

Climb

Airspeed
Throttle
Mixture

**70-80 KIAS
FULL OPEN
RICH below 3,000ft
LEAN for maximum RPM above 3,000ft**

Cruise

Power	1,900-2,550 RPM (no more than 75%)
Elevator trim	ADJUST
Mixture	LEAN

Before landing

Mixture	RICH
Carburettor heat	ON (before closing throttle)

Landing

Normal landing

Airspeed	60-70 KIAS (flaps UP)
Flaps	AS REQUIRED (below 85 KIAS)
Airspeed	55-65 KIAS (flaps DOWN)
Touchdown	MAIN WHEELS FIRST
Landing roll	LOWER NOSE-WHEEL GENTLY
Braking	MINIMUM REQUIRED

Short field landing

Airspeed	60-70 KIAS (flaps UP)
Flaps	30° (below 85 KIAS)
Airspeed	MAINTAIN 54 KIAS
Power	REDUCE to idle as obstacle is cleared
Touchdown	MAIN WHEELS FIRST
Brakes	APPLY HEAVILY
Flaps	RETRACT

After landing

Flaps	UP
Carburettor heat	OFF

Securing aircraft

Parking brake	SET
Avionics	OFF
Mixture	IDLE CUT-OFF
Ignition switch	OFF
Master switch	OFF
Control lock	INSTALL

Stalls

The stall characteristics of the C152 are conventional. An approaching stall is indicated by a stall warning horn which is activated between 5-10 knots above stall speed. Mild airframe buffeting and gentle pitching may also precede the stall.

EMERGENCY PROCEDURES

Airspeed (IAS) for emergency operations

Engine failure after take-off	60 KIAS
Manoeuvring speed (1,670 lb)	104 KIAS
Manoeuvring speed (1,350 lb)	93 KIAS
Maximum glide	60 KIAS
Precautionary landing with engine power	55 KIAS
Landing without engine power (flaps up)	65 KIAS
Landing without engine power (flaps down)	60 KIAS

Engine failures

Engine failure during take-off run

Throttle	IDLE
Brakes	APPLY
Flaps	RETRACT
Mixture	IDLE CUT-OFF
Ignition switch	OFF
Master switch	OFF

Engine failure immediately after take-off

If sufficient runway remains for a normal landing, land straight ahead.

Airspeed	60 KIAS
Mixture	IDLE CUT-OFF
Fuel shut-off valve	OFF
Ignition switch	OFF
Flaps	AS REQUIRED
Master switch	OFF

Engine failure during flight

Airspeed	60 KIAS
Carburettor heat	ON
Primer	IN/LOCKED
Fuel shut-off valve	ON
Mixture	RICH
Ignition switch	START then BOTH

Forced landings

Emergency landing without engine power

Airspeed	65 KIAS (flaps up), 60 KIAS (flaps down)
Mixture	IDLE CUT-OFF
Fuel shut-off valve	OFF
Ignition switch	OFF

Flaps	AS REQUIRED
Master switch	OFF
Brakes	APPLY ON TOUCHDOWN

Precautionary landing with engine power

Airspeed	60 KIAS
Flaps	20°
Selected field	POSITION FOR APPROACH
Avionics	OFF
Flaps	30°
Airspeed	55 KIAS
Master switch	OFF
Ignition switch	OFF
Brakes	APPLY ON TOUCHDOWN

Fires

During engine start on ground

Engine	CONTINUE TO CRANK
Master switch	OFF
Ignition switch	OFF
Fuel shut-off valve	OFF

Engine fire in flight

Throttle	CLOSED
Mixture	IDLE CUT-OFF
Fuel shut-off valve	OFF
Cabin heat	OFF
Master switch	OFF
Airspeed	85 KIAS

Execute emergency landing without power.

Electrical fire

Master switch	OFF
Avionics	OFF
Cabin heat	OFF

Land as soon as possible.

Electrical failures

Over-voltage light illuminates

Master switch	OFF
Master switch	ON
Over-voltage light	CHECK OFF

If over-voltage light illuminates again, terminate flight as soon as practical.

Ammeter shows discharge

Alternator	OFF
Avionics	OFF

Terminate flight as soon as practical.

Icing

IMPORTANT! Flight into known icing conditions is prohibited.

Carburettor heat	ON
Cabin heat	FULL HOT
Pitot heat	ON
Engine	MAX. RPM

Adjust course and/or altitude to obtain best outside air conditions. Divert to nearest airport.

Spin recovery

Rudder	HOLD OPPOSITE DIRECTION OF ROTATION
Yoke	FULL FORWARD, AILERONS NEUTRAL
Throttle	IDLE

When spinning stops, centralise rudder, level the wings and ease out of the dive.

Airspeed indicating system failure

In case of erroneous indications in flight:

Pitot heat	ON
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If erroneous indications persist, carry out a precautionary approach, maintaining an adequate airspeed margin above stall warning speed.

CREDITS

Project management	Martyn Northall
Aircraft modelling and design	3D Reach
Aircraft systems and cockpit programming	Martyn Northall
Aircraft liveries	David Sweetman
Flight dynamics	Paul Frimston
Sounds	Turbine Sound Studios
Manual	Martyn Northall
Installer	Martin Wright
Design	Fink Creative

Special thanks to all the testers and to Flying Club Conington for giving us permission to photograph their aircraft.

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