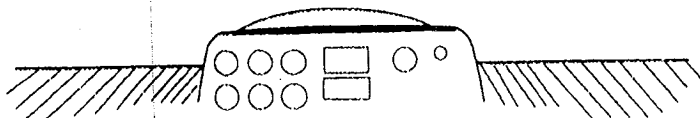


6 CONFIGURATIONS FOR C-152 TO BE COMMITTED TO MEMORY BY STUDENTS

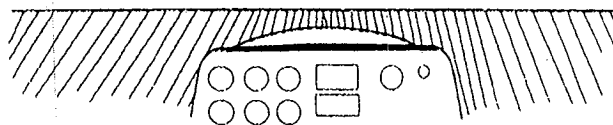
CLIMB



- 1st Rotate to CLIMB ATTITUDE (above)
- 2nd Full Power
- 3rd Trim to hold CLIMB ATTITUDE
- 4th Adjust attitude slightly to maintain 65 kts

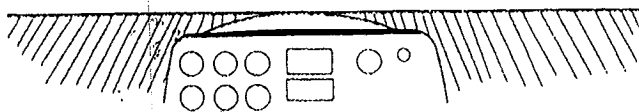
----- " EYES OUTSIDE " -----

STRAIGHT & LEVEL AT CRUISE



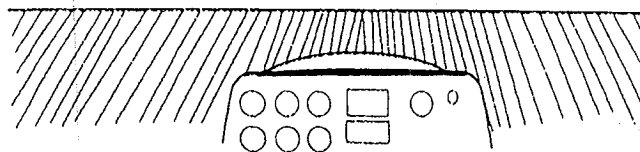
- 1st Rotate to CRUISE ATTITUDE (above)
- 2nd Hold nose down at CRUISE ATTITUDE while speed builds up to 90 kts (TRIM)
- 3rd Reduce Power to 2250 rpm
- 4th Maintain altitude by minor trim changes (speed will "take care of itself")

STRAIGHT & LEVEL AT 70 KTS (initial approach configuration)



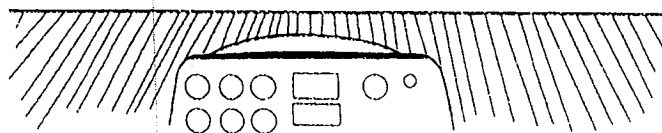
- 1st Set power to approx. 1,900 rpm
- 2nd Rotate nose to horizon (above)
- 3rd Adjust ATTITUDE (trim) slightly to maintain 70 kts
- 4th Adjust power to maintain Altitude

DESCENT AT CRUISE SPEED



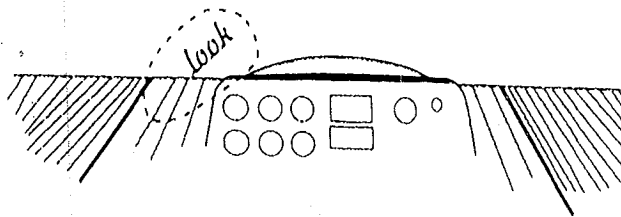
- 1st Reduce power to 1,900 rpm
- 2nd Allow nose to drop slightly to maintain approximately 95-100 kts
(DO NOT re-trim from cruise)

DESCENT AT 70 KTS (NO FLAPS)



- 1st Reduce power to 1,500 rpm (add carb heat)
- 2nd Let nose drop (to approximately cruise position) to maintain 70 kts
(DO NOT re-trim from 70 kts)

LANDING FLARE



- 1st Nose should obscure runway ahead at touch down
(Look out of corner of windshield)