

CESSNA A-152 Aerobat Model Guide

The CESSNA A-152 Aerobat is a single-engine piston trainer, the aerobatic-capable variant in the Cessna 152 family. This guide draws only on a University of Oklahoma School of Aviation Studies checklist (updated Dec 12, 2019). It covers operating limits and what to inspect. It has no price or full performance data.

KEY TAKEAWAYS

- Aerobatics and spins only with an authorized aerobatic instructor. The checklist says no IFR operations are authorized in the A-152.
- Before aerobatic flight, parachutes must have been repacked within the last 180 days.
- Run-up magneto check at 1700 RPM: maximum drop of 125 on each magneto, with a 50 differential.
- At every preflight, note tach time remaining to the 100 hr / annual inspection.

WHAT TO CHECK ON A WALK-AROUND

The checklist stresses the control surfaces: ailerons free and secure, piano hinges and counterbalance weights intact, and flap rod, track and hinges intact. Also check the door release pins, tire and brake condition, nose strut inflation, alternator belt, air filter, stall warning vane, pitot tube, and fuel sumps and strainer.

ENGINE AND OPERATING NOTES

Oil level should read 5-5.5 quarts. Use full rich below 3000 ft density altitude and lean for cruise. Keep cruise power below 2440 RPM. Do not move the manual rudder trim. Check the carburetor heat during run-up and use it on approach, and check the vacuum gauge is in the green.

FAMILY-LEVEL CONTEXT

Registry data for the whole Cessna 152 family, not this variant, shows up to 105 kt cruise speed, up to 270 nm range, up to 700 kg MTOW and up to 15500 ft service ceiling, with up to 2 passengers. Confirm this aircraft's own figures from its flight manual.

V-SPEEDS

Best Glide Clean Kts	65
Off Airport Approach Flaps Ext Kts	60

SAFETY NOTES

- Aerobatics: stow all loose items, check the seatbelts and harness, and both occupants should know parachute preflight and operation. Know 14 CFR 91.303.
- Engine failure: pitch for 65 kts clean, carb heat on, mixture full rich, check fuel selector, cycle magnetos. Squawk 7700 and call MAYDAY on 121.5.
- Spin recovery: throttle idle, ailerons neutral, opposite rudder, elevator forward. When rotation stops, neutralize the controls and recover to level flight.