COMING SOON

Cessna 152

Kraków, Poland



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#200	#171	Cessna	Aircraft

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DESCRIPTION

The Cessna 152 is the late-1970s answer to a very particular general-aviation question: how do you make a two-seat trainer simple enough to fly every day, forgiving enough to teach in, and practical enough that it can still be useful after the licences are earned? It became one of the defining ab-initio aeroplanes because it kept the familiar high-wing Cessna formula while adding 110 hp from a Lycoming O-235. It is not quick, and it does not pretend to be a miniature cross-country cruiser for a family of four. What it does offer is an unusually direct, sensible route into aircraft ownership.

Cessna developed the 152 as the successor to the long-running 150, at a time when flight schools needed a durable two-seater with better climb performance and a more modern engine installation. The basic brief was conservative by design: fixed gear, fixed-pitch propeller, metal construction, side-by-side seating and uncomplicated systems. The result was an aeroplane that proved its worth in the hard routine of training fleets, where repeated landings reveal engineering shortcuts rather quickly. The 152 has endured because there were few shortcuts to reveal.

Quick facts

What makes the Cessna 152 such an enduring training and ownership aeroplane?

The answer begins with visibility and habitability rather than headline performance. The high wing keeps sun and rain off the cabin doors, gives a clear view downward in turns when the wing is managed properly, and makes the aeroplane feel less confined on the ground. Its conventional tricycle undercarriage and modest inertia make it an approachable machine around the circuit. The wing is supported by struts rather than cantilevered, which is not glamorous but is part of the 152's honest, serviceable design language.

In the air, the 152 rewards tidy handling rather than force. Control forces are generally light enough for training, yet the aeroplane is not so slippery that a new pilot loses track of energy management. It is especially useful for practising the fundamentals: coordinated turns, accurate speed control, trim, flap selection and stable approaches. The fixed-pitch propeller and normally aspirated carburetted engine also keep engine management refreshingly plain. There is no need to negotiate with a constant-speed unit or retractable gear before the coffee has taken effect.

There are limits to the charm. Two adults, baggage and fuel require proper weight-and-balance discipline, especially because the useful load of an individual example can vary materially with equipment and modifications. Cruise is best thought of as local flying or unhurried touring. A 152 gets somewhere eventually; it simply declines to make an occasion of the journey.

Powerplant, systems and technical highlights

- The standard powerplant is a 110 hp Lycoming O-235-series, four-cylinder, air-cooled, horizontally opposed piston engine.
- A fixed-pitch, two-blade propeller keeps operation and maintenance comparatively straightforward.
- Published performance figures place 75% cruise at approximately 106 kt, depending on altitude, configuration and engine variant.
- The fuselage uses formed sheet-metal bulkheads, stringers and stressed skin in a semi-monocoque structure.
- The high wing is externally strut-braced and incorporates integral fuel tanks.
- Fixed tricycle landing gear avoids the cost and complexity of retractable mechanisms; wheel fairings were optional on some aircraft and configurations.
- Typical original panels were conventional analogue layouts, often with basic VHF navigation and communication equipment; avionics fit varies widely between individual aircraft.

How it compares

The comparison aircraft is the Piper PA-38-112 Tomahawk, a contemporary two-seat trainer. Figures vary by model year, approved engine, propeller, optional equipment and operating conditions.

Honest ownership note: The 152 is simple, but it is not exempt from age. A pre-purchase inspection should be conducted by a mechanic who knows legacy Cessna singles and should pay close attention to corrosion, wing and strut attachment areas, landing-gear structure, seat rails and stops, control-cable condition, exhaust and muffler integrity, fuel-system condition, engine health and the status of all applicable airworthiness directives. Parts support is generally better than for many obscure light aircraft, but availability and cost still vary, particularly for cabin trim, original instruments and specific airframe items. A careful review of records, modifications and actual empty weight is essential; the type's simplicity is an advantage only when the underlying aeroplane has been m aintained with equal simplicity and care.

Exterior and cabin

Exterior

- High, strut-braced wing set above a narrow metal fuselage.
- Short nose containing the four-cylinder engine and fixed-pitch propeller.
- Fixed tricycle gear with a nosewheel and two main wheels; fairings may or may not be fitted.
- Conventional tailplane mounted low on the rear fuselage, with a single vertical fin and rudder.

Cabin and cockpit

- Two individual seats arranged side by side beneath the wing centre section.
- Large cabin doors on each side and broad side windows, with the wing overhead.
- Traditional instrument panel with engine instruments grouped below or beside the primary flight instruments.
- Limited baggage space behind the seats, suitable for soft bags rather than ambitious packing.

Who is the Cessna 152 for?

- A pilot buying a first aeroplane primarily for local flying, currency and skill-building.
- A flying club or school seeking a straightforward two-seat training platform.
- An owner who values mechanical simplicity and widespread familiarity among general-aviation maintenance shops.
- A pilot who enjoys unhurried VFR trips and does not need to carry more than one passenger.

The Cessna 152 remains compelling because it is honest about its mission. It is a compact, conventional aeroplane built to teach good habits and make straightforward flying accessible. Find one with sound structure, a properly documented maintenance history and equipment suited to the intended mission, and the 152 can still be exactly what it was designed to be: a practical little aeroplane that makes flying feel attainable rather than elaborate.

SPECIFICATIONS

General Information

Model	**Cessna 152**

Engine & Power Systems

Engine Type	Lycoming O-235 series, 110 hp, air-cooled horizontally opposed four-cylinder piston engine
Propeller Type	Two-blade fixed-pitch propeller

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



MECHANICAL



EXTERIOR


AI Enhanced

HOW TO BID ON THIS LOT

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