



**DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL  
DEPARTAMENTO DE SEGURIDAD OPERACIONAL  
SUBDEPARTAMENTO “LICENCIAS”  
SECCIÓN EXÁMENES**

**“CESSNA C-152”**  
**“CLUB AÉREO DEL EJERCITO”**

**A.- Limitaciones de Operación**

1.- Limitaciones (Velocidades)

|                | KIAS  |
|----------------|-------|
| Va             | 104   |
| Vne            | 149   |
| Vno            | 111   |
| Vfe            | 85    |
| Vs             | 40    |
| Vso            | 35    |
| Vx             | 55    |
| Vy             | 67    |
| Vr             | 50    |
| Vapp (Flap DN) | 55-65 |
| Vplaneo        | 60    |
| Max Cross Wind | 12    |

2.- Combustible (U.S. GAL)

|                    |           |
|--------------------|-----------|
| Tipo a Utilizar    | 100/100LL |
| Capacidad Total    | 39        |
| Combustible Usable | 37.5      |

3.- Pesos (LBS)

|                 |       |
|-----------------|-------|
| Máximo TAKE-OFF | 1.670 |
| Máximo Equipaje | 120   |

4.- Motor (Potencia Máxima Continua)

| Limitaciones Operativas de Motor |       |
|----------------------------------|-------|
| Razón HP o BHP                   | 110   |
| Máximas RPM                      | 2.550 |
| RPM estáticas                    |       |
| Máximas                          | 2.380 |
| Mínimas                          | 2.280 |
| Temperatura de aceite (°F)       |       |
| Máxima                           | 245   |
| Mínima                           | 100   |
| Presión de aceite (PSI)          |       |
| Máxima                           | 100   |
| Mínima                           | 25    |

5.- Límites de maniobras (Cat. Normal)

| MANIOBRA        | KIAS              |
|-----------------|-------------------|
| Spin (Flaps UP) | Slow Deceleration |
| Escarpados      | 95                |
| Ocho Flojo      | 95                |
| Chandela        | 95                |

## B.- Emergencies Procedures

### 1.- ENGINE FAILURE DURING TAKEOFF RUN

|                 |              |
|-----------------|--------------|
| Throttle        | IDLE         |
| Brakes          | APPLY        |
| Wing Flaps      | RETRACT      |
| Mixture         | IDLE CUT-OFF |
| Ignition Switch | OFF          |
| Master Switch   | OFF          |

### 2. - ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

|                     |              |
|---------------------|--------------|
| Airspeed            | 60 KIAS      |
| Mixture             | IDLE CUT-OFF |
| Fuel Selector Valve | OFF          |
| Ignition Switch     | OFF          |
| Wing Flaps          | AS REQUIRED  |
| Master Switch       | OFF          |

### 3. - ENGINE FAILURE DURING FLIGHT

|                     |   |
|---------------------|---|
| Airspeed            | 60 KIAS                                 |
| Carburetor Heat     | ON                                      |
| Primer              | IN and LOCKED                           |
| Fuel Selector Valve | ON                                      |
| Mixture             | RICH                                    |
| Ignition Switch     | BOTH (or START if propeller is stopped) |

#### 4. - FIRE DURING START ON GROUND

Cranking **CONTINUE**, to get a start, which would suck the flames and accumulated fuel through the carburetor and into the engine.

a.- If engine starts:

Power **1700 RPM for a few minutes.**  
Engine **SHUTDOWN and inspect for damage.**

b.- If engine fails to start:

Cranking **CONTINUE**  
Fire Extinguisher **OBTAIN**  
(Have ground attendants obtain if not installed)  
Engine **SECURE**  
  
Master switch **OFF**  
Ignition switch **OFF**  
Fuel selector valve **OFF**

Fire **EXTINGUISH** using fire extinguisher, wool blanket or dirt.

Fire Damage **INSPECT** repair damage or replace damaged components or wiring before conducting another flight.

## 5. - ENGINE FIRE IN FLIGHT

|                     |   |
|---------------------|---|
| Mixture             | <b>IDLE CUT-OFF</b>   |
| Fuel Selector Valve | <b>OFF</b>  |
| Master Switch       | <b>OFF</b>  |
| Cabin Heat and Air  | <b>OFF</b> (except overhead vent)   |
| Airspeed            | <b>85 KIAS</b> (if fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture). |
| Forced Landing      | <b>EXECUTE</b> (as described in Emergency Landing without engine power)   |