



**DEPARTAMENTO "SEGURIDAD OPERACIONAL"**  
**SUBDEPARTAMENTO "LICENCIAS"**  
**SECCIÓN EVALUACIONES**

**CESSNA 150 M**  
**CC - DFB**

NOMBRE: \_\_\_\_\_

FECHA: \_\_\_\_\_

Firma: \_\_\_\_\_

**A.- LIMITATIONS**

**1.- Airspeed Limitations (KIAS)**

	<b>KIAS</b>
Va	95
Vne	141
Vno	107
Vfe	85
Vs	47
Vso	42
Vx	56
Vy	68
Vr	50
Vapp (Flap Dn)	52
Vglide	55 - 65
Max Cross Wind	13

**2.- Fuel Limitations (U.S GAL)**

Approved Fuel Grades	100 LL
Total fuel	26
Usable fuel	22.5
Unusable fuel	3.5

**3.- Weight limits LBS)**

Maximum TAKE-OFF	1600
Baggage 1	120
Baggage 2	40
Areas (1 + 2)	120

**4.- Power Plant Limitations**

<b>Engine Operations Limits</b>	
Maximum power HP	100
Maximum engine speed	2750
<b>Static RPM</b>	
Maximum	2560
Minimum	2460
<b>Oil Pressure (PSI)</b>	
Maximum	100
Minimum	10
<b>Oil Temperature (°F)</b>	
Maximum	245
Minimum	100

**5.- Maneuvers Limits**

A.- (Utility category)

<b>Maneuvers – Maximum Entry Speed (KIAS)</b>	
Chandelle	95
Lazy Eights	95
Steep Turns	95
Spins	Use Slow Deceleration
Stalls Except Whip Stalls)	Use Slow Deceleration

## B.- EMERGENCY PROCEDURES

### 1.- ENGINE FAILURE DURING TAKEOFF

Throttle	<b>IDLE</b>
Brakes	<b>APPLY</b>
Wing Flaps	<b>RETRACT</b>
Mixture	<b>IDLE CUT-OFF</b>
Ignition Switch	<b>OFF</b>
Master Switch	<b>OFF</b>

### 2.- ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

Airspeed	<b>60 KIAS</b>
Mixture	<b>IDLE CUT-OFF</b>
Fuel Selector Valve	<b>OFF</b>
Ignition Switch	<b>OFF</b>
Wing Flaps	<b>AS REQUIRED</b>
Master Switch	<b>OFF</b>

### 3.- ENGINE FAILURE DURING FLIGHT

Airspeed	<b>60 KIAS</b>
Carburetor Heat	<b>ON</b>
Primer	<b>IN and LOCKED</b>
Fuel Shutoff Valve	<b>ON</b>
Mixture	<b>RICH</b>
Ignition Switch	<b>BOTH</b> (or <b>START</b> if propeller is stopped)

### 4.- EMERGENCY LANDING WITHOUT ENGINE POWER

Airspeed	<b>65 KIAS</b> (Flaps UP) <b>55 KIAS</b> (Flaps DOWN)
Mixture	<b>IDLE CUT-OFF</b>
Fuel Selector Valve	<b>OFF</b>
Ignition Switch	<b>OFF</b>
Wing Flaps	<b>AS REQUIRED - 40° recommended</b>
Master Switch	<b>OFF</b>
Doors	<b>UNLATCH PRIOR TO TOUCHDOWN</b>
Touchdown	<b>SLIGHTLY TAIL LOW</b>
Brakes	<b>APPLY HEAVILY</b>

## 5.- FIRE DURING START ON GROUND

Cranking	<b>CONTINUE</b> , to get a start wich would suck the Flames and accumulated fuel through the carburetor and into the engine.
<b>If engine starts</b>	
Power	<b>1700 RPM - For a few minutes</b>
Engine	<b>SHUTDOWN</b>
<b>If engine fails to starts</b>	
Cranking	<b>CONTINUE</b> , in effort to obtain a start
Fire Extinguisher	<b>OBTAIN</b>
Engine	<b>SECURE</b>
Master Switch	<b>OFF</b>
Ignition Switch	<b>OFF</b>
Fuel Shutoff Valve	<b>OFF</b>
Fire	<b>EXTINGUISH</b>
Fire Damage	<b>INSPECT</b>

## 6.- ENGINE FIRE IN FLIGHT

Mixture	<b>IDLE CUT-OFF</b>
Fuel Selector	<b>OFF</b>
Master Switch	<b>OFF</b>
Cabin Heat and Air	<b>OFF</b>
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.