



DEPARTAMENTO "SEGURIDAD OPERACIONAL"
SUBDEPARTAMENTO "LICENCIAS"
SECCIÓN EVALUACIONES

"CESSNA C-150 K" CLUB AÉREO DE ILLAPEL

(1970)

NOMBRE : _____ FIRMA: _____

FECHA : _____

A.- Limitaciones de Operación

1.- Limitaciones (Velocidades)

	MPH
Va	109
Vne	162
Vno	120
Vfe	100
Vs	56
Vso	49
Vx	68
Vy	74
Vr	55
Vapp (Flap DN)	60-70
Vplaneo	70
Max Cross Wind	15

2.- Combustible (U.S. GAL)

Tipo a Utilizar	100/130
Capacidad Total	26
Combustible Usable	22.5
Presión de Combustible (PSI)	
Mínima	N/A
Máxima	N/A

3.- Pesos (LBS)

Máximo TAKE-OFF	1600
Máximo Equipaje	120

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	100
Máximas RPM	2750
RPM estáticas	
Máximas	2550
Mínimas	2000
Temperatura de aceite (°F)	
Máxima	225
Mínima	Green Arc
Presión de aceite (PSI)	
Máxima	100
Mínima	10

5.- Límites de maniobras (Cat. Normal)

MANIOBRA	MPH
Spin (Flaps UP)	Slow Deceleration
Escarpados	109
Ocho Flojo	109
Chandela	109

B.- Emergency Procedure

1.- ENGINE POWER LOSS DURING TAKEOFF (Not Airborne)

a.- Sufficient runway remaining:

Throttle	<u>Close Immediately</u>
Brakes	<u>Apply as Required</u>
Stop	<u>Straight Ahead</u>

b.- Insufficient runway remaining:

Throttle	<u>Close Immediately</u>
Brakes	<u>Apply as Required</u>
Mixture	<u>Idle Cut-Off</u>
Fuel selector	<u>OFF</u>
Master switch	<u>OFF</u>
Magnetos	<u>OFF</u>
Directional Control	<u>Maintain - Maneuver to Avoid Obstacles</u>

2. - ENGINE POWER LOSS DURING TAKEOFF (if Airborne)

a.- Sufficient runway remaining:

Airspeed	<u>Maintain above Stall</u>
Directional control	<u>Maintain</u>
Land	<u>Straight Ahead</u>

b.- Insufficient runway remaining:

Airspeed	<u>Maintain Above Stall</u>
Throttle	<u>Close</u>
Mixture	<u>Idle Cut-Off</u>
Fuel selector	<u>OFF</u>
Master switch	<u>OFF</u>
Magnetos	<u>OFF</u>
Flaps	<u>As situation Requires</u>
Directional Control	<u>Maintain - Make only Shallow Turns to Avoid Obstacles</u>

3. ENGINE FAILURE IN FLIGHT

Speed	<u>70 MPH</u>
Fuel selector	<u>Both</u>
Mixture	<u>Full Rich</u>
Primer	<u>Secure</u>
Magnetos	<u>Check</u>

4. ENGINE FIRE DURING START ON GROUND

Starter	<u>Continue Cranking</u>
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a.- If the start is successful:

Engine	<u>1700 RPM for a Few Minutes</u>
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Before shutting it down to inspect damage.

b.- If engine start is successful,

Continue	<u>Cranking for Two or Three Minutes</u>
Throttle	<u>Full Open</u>

When ready to extinguish fire,

Release	<u>Starter</u>
Master switch	<u>OFF</u>
Ignition switch	<u>OFF</u>
Fuel shutoff valve	<u>OFF</u>

5. ENGINE FIRE IN FLIGHT

Mixture control	<u>Idle Cut-Off</u>
Fuel shutoff valve	<u>OFF</u>
Master switch	<u>OFF</u>
Establish a glide	<u>100 MPH</u>
Cabin heat control	<u>Close</u>

Select a field Forced Landing

Do not attempt Engine Restart

6.- ELECTRICAL FIRE IN FLIGHT

Master Switch OFF

Ventilating air Close

All other switches (except ignition switch) OFF

Circuit breakers and fuses Check

Faulty circuit Leave Deactivated

Master Switch ON

Select switches ON successively, permitting a short time delay to elapse after each switch is turned on until the short circuit is localized

Make sure fire is completely extinguished Before Opening Vents