



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”**  
**SUBDEPARTAMENTO “LICENCIAS”**  
**SECCIÓN EVALUACIONES**

**“CESSNA C-150”**

**“CLUB AÉREO DE SAN FERNANDO”**

**A.- Limitaciones de Operación**

1.- Limitaciones (Velocidades)

	MPH
Va	109
Vne	162
Vno	120
Vfe	100
Vs	55
Vso	48
Vx	68
Vy	67 – 74
Vr	60
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	Red line
Máxima	Red line

3.- Pesos (LBS)

Máximo TAKE-OFF	1.600
Máximo Equipaje	120

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	100
Máximas RPM	2.750
RPM estáticas	
Máximas	2.500
Mínimas	2.000
Temperatura de aceite (°F)	
Máxima	225
Mínima	Red line
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
Candela	109

## B.- Emergency Procedure

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

#### a.- Sufficient runway remaining:

Throttle	CLOSE IMMEDIATELY
Brakes	APPLY AS REQUIRED
Stop	STRAIGHT AHEAD

#### b.- Insufficient runway remaining:

Throttle	CLOSE IMMEDIATELY
Brakes	APPLY AS REQUIRED
Mixture	IDLE CUT-OFF
Fuel selector	OFF
Master switch	OFF
Magnetos	OFF
Directional Control	MAINTAIN - MANEUVER TO AVOID OBSTACLES.

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

#### a.- Sufficient runway remaining:

Airspeed	MAINTAIN ABOVE STALL
Directional control	MAINTAIN
Land	STRAIGHT AHEAD

#### b.- Insufficient runway remaining:

Airspeed	MAINTAIN ABOVE STALL
Throttle	CLOSE
Mixture	IDLE CUT-OFF
Fuel selector	OFF
Master switch	OFF
Magnetos	OFF
Flaps	AS SITUATION REQUIRES
Directional Control	MAINTAIN – Make Only Shallow Turns To Avoid Obstacles.

3. ENGINE FAILURE IN FLIGHT (falla de motor en vuelo)

Speed	70 MPH
Fuel selector	OFF
Mixture	FULL RICH
Primer	SECURE
Magnetos	CHECK ON

4. ENGINE FIRE DURING START ON GROUND

Starter	CONTINUE CRANKING
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a.- If the start is successful:

Engine	1700 RPM FOR A FEW MINUTES
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Before shutting it down to inspect damage.

b.- If engine start is not successful,

Continue	CRANKING FOR TWO OR THREE MINUTES
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When ready to extinguish fire,

Release	STARTER
Master switch	OFF
Ignition switch	OFF
Fuel shutoff valve	OFF

5. ENGINE FIRE IN FLIGHT

Mixture control	IDLE CUT-OFF
Fuel shutoff valve	OFF
Master switch	OFF
Establish a glide	100 MPH
Cabin heat control	Close
Select a field	Forced Landing