

Data Sheet - Cessna 152**Weights**

Aircraft Number	Empty Weight	Empty Moment	Useful Load
94286	1171.9 lbs.	35530.5	499.1 lbs.
6450B	1141.8 lbs.	34094.1	533.2 lbs

Maximum Weights (Normal and Utility)

Ramp Weight	1675 lbs.
Takeoff Weight	1670 lbs.
Landing Weight	1670 lbs.
Baggage Weight	120 lbs.
Area 1	120 lbs.
Area 2	40 lbs. - area 1 and 2 combined 120 lbs.

Powerplant

Engine: Lycoming O-235, 108BHP @ 2550 RPM. Four cylinders, direct drive, horizontally opposed, air cooled, carburetor-equipped.

Oil: Full	6 qt.
Min. for Local Flight	4 qt.
Min. for X-Country	5 qt.
Grade and Type	Summer - 100W50 wt.
	Winter - 65W30 wt.

Fuel System

Fuel: Approved Grades	100LL (blue), 100 (green)
Total Fuel	26.0 Gal.
Total Usable	24.5 Gal.

System Description: The airplane is equipped with a standard fuel system consisting of two vented fuel tanks, a fuel shutoff valve, fuel strainer, manual primer, and carburetor. Fuel flows by gravity from the two tanks to the fuel shutoff valve, through a fuel strainer to the carburetor. From the carburetor, the fuel/air mixture flows to the cylinders.

Landing Gear and Brakes

System Description: Landing gear is fixed in the tricycle configuration with a steerable nosewheel. Each main gear is equipped with a hydraulically activated single disk brake on the inboard side of each wheel.

Tire Inflation: Mains 21 psi.
Nose 30 psi.

Electrical System

Alternator - 28 volt, 60 ampere
Battery- 24 volt

System Description: Power is supplied to most general electrical items through a bus bar. All avionics should be switched off before start and shutdown with the exception of 94286 (It has an avionics master switch). Power is supplied to the bus bar, and a master switch controls this power to all circuits, except the engine ignitions system, clock, and hobbs meter (if installed). The hobbs receives its power through the activation of an oil pressure switch whenever the engine is operating.

Pitot-Static System

System Description: The system is standard with either a heated or unheated pitot head under the left wing and a static port on the left nose cowling.

Speeds

BEST GLIDE SPEED	60 KIAS
Stall in landing configuration	V _{so} 35 KIAS
Stall in cruise configuration	V _{s1} 40 KIAS
Rotate Speed	V _r 50 KIAS
Best angle of climb	V _x 55 KIAS
Best rate of climb	V _y 67 KIAS
Maneuvering Speed 1670 lbs.	V _a 104 KIAS
Flaps extended	V _{fe} 85 KIAS
Max. Structural Cruising Speed	V _{no} 111 KIAS
Enroute Climb Speed	70-80 KIAS
Approach Speed	V _{app} 55-65 KIAS
Never Exceed	V _{ne} 149 KIAS
Demonstrated Crosswind Component	12 KTS