



**Geoff Hatcher Flight Instructor, MEI, CFII, Airline Transport Pilot West Wind Type Rated  
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## 1979 Cessna 152 II Systems

### **Engine**

Lycoming O-235-L2C, 110 hp @ 2550 RPM, 233.3 cu inch displacement Normally-Aspirated, Direct-Drive, Air-Cooled, Horizontally-Opposed, Carburetor Equipped, Four-Cylinder

Oil Temp. min green arc approx 75°F Normal 100- 245°F Max. 245°F  
Oil Pressure Max. 100psi Normal 60-90psi Min. 25psi  
Oil 4 – 6 quarts (fill to five quarts for normal flights of less than 3 hours)

### **Propeller**

Sensenich two blade, fixed pitch, one piece, anodized, forged aluminum alloy propeller 69 inches in diameter

### **Flaps System**

Fowler Flaps

Approved take off range: 0° to 10°

Approved Landing Range: 0° to 30°

### **Stall Warning System**

Pneumatic type stall warning system consisting of an inlet in the leading edge of the left wing and an air operated horn near the upper left corner of the wind shield. The low pressure above the wing moves forward to the leading edge of the wing creating a differential pressure in the system that sounds the horn 5 to 10 knots above the stall in all flight conditions.

### **Cold Weather Operation**

Prior to starting on cold mornings, it is advisable to pull the propeller through several times by hand to “break loose” or “limber” the oil, thus conserving battery energy.

In extremely cold (-18°C and lower) weather, use an external preheater and external power source are recommended.

### **Magnetos**

Two engine-driven magnetos, and two spark plugs in each cylinder. The right magneto fires the lower right and upper left spark plugs, and the left magneto fires the lower left and upper right spark plugs.

During **Mag Check** RPM drop should not exceed 125 RPM on either magneto or show greater than 50 RPM differential between magnetos.

\*an absence of RPM drop may be an indication of faulty grounding of one side of the ignition system or should be cause for suspicion that the magneto timing is set in advance of the setting specified.



## Landing Gear

**GROUND OPERATION:** when rudder pedal is depressed, a spring-loaded steering bungee (which is connected to the nose gear and to the rudder bars) will turn the nose wheel through an arc of approximately  $15^{\circ}$  each side of center. By applying either left or right brake, the degree of turn may be increased up to  $30^{\circ}$  each side of center.

## Electric

28-Volt, direct-current electrical system  
belt-driven 60-Amp alternator



CESSNA  
MODEL 152

SECTION 7  
AIRPLANE & SYSTEMS DESCRIPTIONS

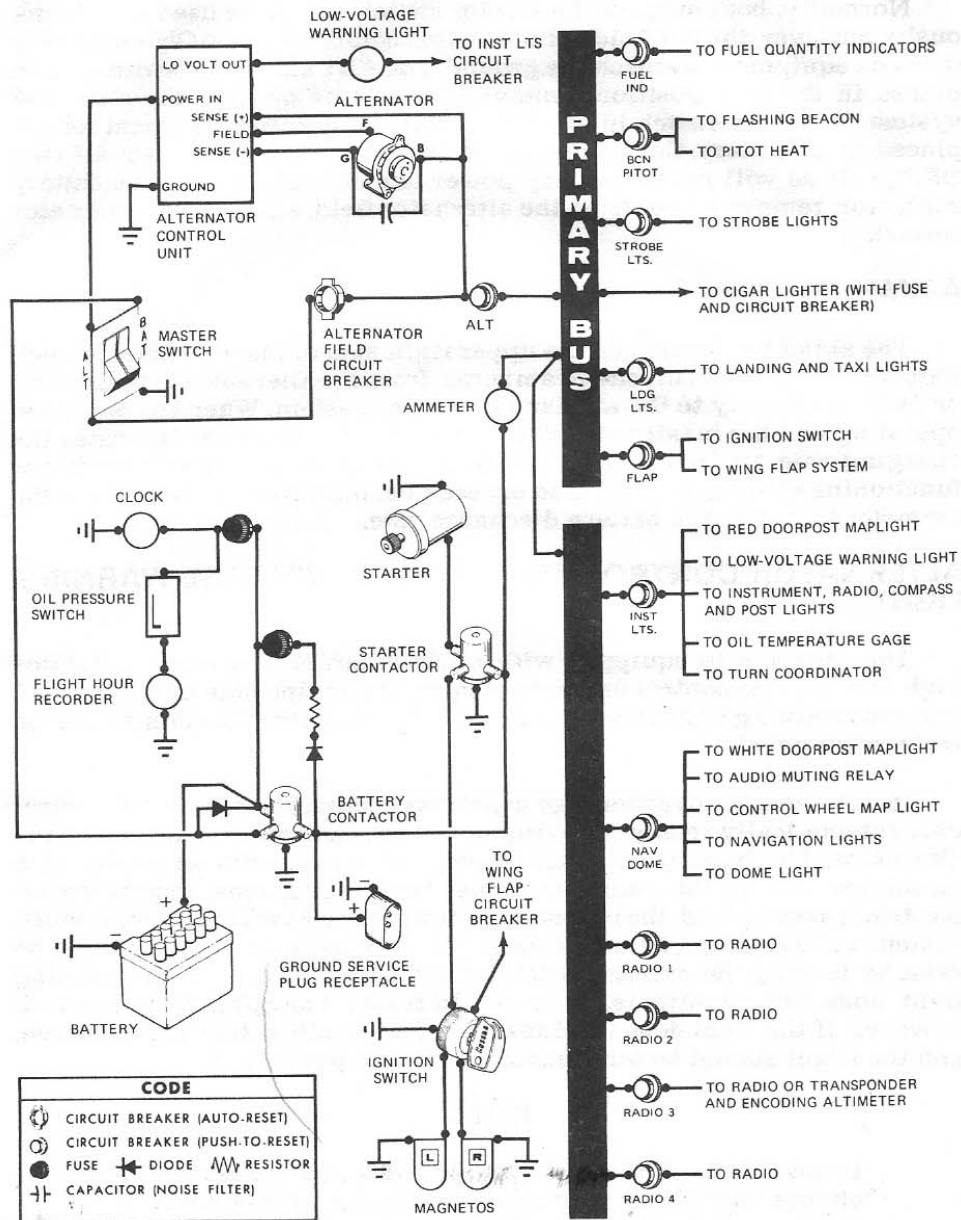


Figure 7-7. Electrical System



## Fuel System

Fuel	100 or 100LL
Total	2 x 13 (26 Gallons)
Usable	2 x 12.25 (24.5 Gallons)
Unusable	1.5 Gallons
Fuel Burn	3.8-6.6 GPH
*Mixture may be leaned above 3000 feet	

The left fuel tank is vented overboard through a vent line, equipped with a check valve, which protrudes from the bottom surface of the left wing near the wing strut. The right fuel tank filler cap is also vented.

When fuel quantity indicators show an empty tank, approximately 2 gallons remain in the tank as unusable fuel.

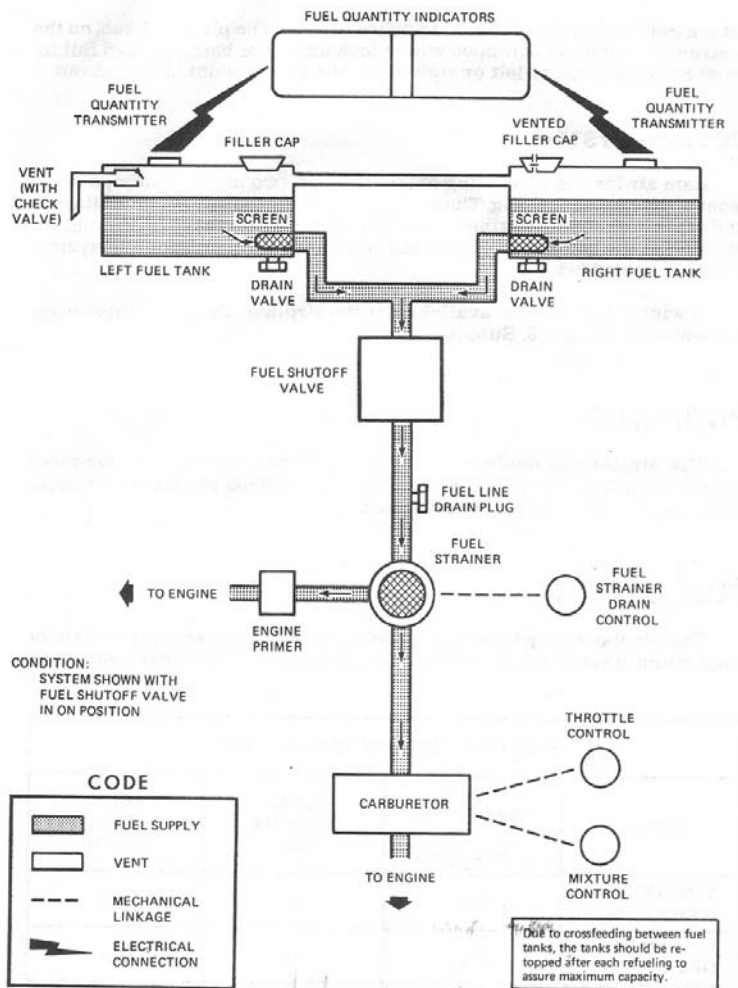


Figure 7-6. Fuel System (Standard and Long Range)