

Reims-Cessna F152 Model Guide

The Reims-Cessna F152 is a two-seat, single-engine piston trainer built from 1978 to 1985 by Reims Aviation, Cessna's French subsidiary. UK accident reports show a Lycoming O-235-L2C engine, which a Cessna 152 cheat sheet rates at 110 hp. It is a low-cost, sturdy trainer, but with full fuel and two average-size adults it sits close to maximum weight.

KEY TAKEAWAYS

- Two seats, Lycoming O-235-L2C. A UK accident report gives maximum takeoff weight as 758 kg, so do weight and balance before every flight.
- Flight Manual takeoff roll is 252 m, or 466 m to 50 ft, at 736 kg, 18°C and a paved runway. Add 15% of the ground roll for dry grass.
- Ask for logbook proof of the McCauley 1A103/TCM propeller hub crack inspections and the vertical fin attach nutplate inspections.
- Carburettor ice is a recurring issue on the 150/152 family. Confirm the carb heat works and ask how the owner uses it.

WHAT YOU ARE BUYING

A high-wing, two-seat trainer. A magazine overview credits the 150/152 family with low operating cost, sturdiness and easy maintenance. More than 28,000 Cessna 150s and 152s were built, plus another 2,200 by Reims for Europe. Expect a cramped, noisy cabin and light-wing behaviour in turbulence and crosswinds.

INSPECTION AND RECORDS TO CHECK

The McCauley 1A103/TCM propeller hub can crack near the mounting bolt holes (ASB221E lists the F152). For props with 1,500 hours or more, or unknown time, the inspection is due within 50 hours. It then repeats every 36 months or 750 hours. The vertical fin attach AD calls for inspection every 100 hours until the nutplates are replaced. It applies to F152 serials F15201429 through F15201828.

PERFORMANCE AND LIMITS

The Flight Manual figures are unfactored. The UK CAA Safety Sense leaflet advises a 1.33 safety factor on takeoff distances. Rotation speed in the report was 50 KIAS. The registry lists the 152 family at up to 105 kt cruise, 270 nm range and 15,500 ft service ceiling. These are family maxima, not F152 figures.

SPECIFICATIONS

Engine	Lycoming O-235-L2C
Engine Power Hp	110
Seats	2
Fuel Capacity Gal	26
Production Start Year	1978
Production End Year	1985

PERFORMANCE

Family Max Cruise Speed Kts	105
Family Max Range Nm	270
Family Max Service Ceiling Ft	15500

V-SPEEDS

Rotation Speed Kts	50
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SAFETY NOTES

- Alcohol-based fuels are prohibited on Cessna airplanes because they can degrade performance and damage fuel system parts.
- Carburettor ice features in many 150/152 accidents. A 2023 F152 engine failure occurred in conditions conducive to serious carb icing.
- A 2008 F152 hit a hedge after an aborted grass takeoff at 736 kg, close to the 758 kg maximum. Allow generous margins on grass.