

AIRPLANE FLIGHT MANUAL  
THIS DOCUMENT MUST BE KEPT IN ALL

PLANE AT ALL TIMES

CAA IDENT. NO. 1182H  
AERONCA MODEL 15AC

AERONCA AIRCRAFT  
MINDLESTON

#### LIMITATIONS

ENGINE; Max. RPM 2700 (145 h.p.)  
Min. Idle RPM Limit - 550  
Max. Idle RPM Limit - 650  
Min. Fuel octane rating - 80

#### ENGINE MARKINGS

Oil temp. - operate in green arc (100 to 225 F.)  
Oil pressure - operate in green arc (30 to 40 psi.)  
Tachometer - so not exceed red line 2700 RPM

#### AIR SPEED (MPH)

Never Exceed

#### NORMAL

132 True Indicated Airspeed

Max. structural Cruise 105 True Indicated Airspeed

Maneuvering

91 True Indicated Airspeed

#### MAX. WEIGHT:

2050

#### FLIGHT LOAD FACTORS:

Max. Positive +3.8

Max. Negative (No inverted maneuvers approved)

NOTE: Maneuvers involving approach to stalling angle or full or rapid application of elevator, rudder or aileron, should be confined to speeds below maneuvering speed.

#### NORMAL CATEGORY

APPROVED SEPT. 22, 1948

AERONCA CORPORATION

MINDLESTON, OHIO

C.G. RANGE (Datum: Wing L.E.)

Normal Category: Front Limit

(12.1 in.) (18.4% MAC) @ 1606#

Str. Line to (14.5 in.) (22.1%

MAC) @ 2050#

Rear Limit (24.3 in.) (37.2% MAC)

@ 2050#

NOTE: It is the responsibility of the airplane owner and pilot to insure proper loading of the airplane

#### ACROBATICS:

No acrobatic maneuvers including spins approved

#### AIR SPEED INSTRUMENT MARKINGS:

(a) Radial RED line (never exceed speed)

(b) YELLOW arc - operate with caution, and only in smooth air.

(Max. Struct. Cr. to never exceed.

(c) Green arc - normal operating range (Stall to Max. Struct. Cruise)

#### PROCEDURES

(a) Mixture Control Operations - Use full rich mixture for all landing and take off operations.

(b) Priming - Advance throttle three times to prime engine.

### AIRPLANE PERFORMANCE

The performance figures were obtained during CAA Type Tests and may be realized under conditions indicated with the airplane and engine in good condition and with average pilot technique. The figures are those for operation in no-wind condition from paved runways at a gross weight of 2050 lbs., with a fixed pitch-wood propeller (Dia.: 76 in. max., 71 in. min., static rpm: 2440 max. 2340 min.). Allowance must be made in operating under different conditions. Take-off and climb performance is improved with a fixed pitch metal propeller (McCauler 1A170; Dia. 76 in. max., 71 in. min.; static rpm 2320).

ITEM	ALT. (ft.)	OUTSIDE AIR TEMP. - F					
		0°	26°	40°	60°	80°	100°
TAKE-OFF DIST. (ft.)	S.L.	1155	1268	1383	1509	1617	1791
Dist. reqd. to t.o & climb to 50 ft. @ 70 mph Full throttle	2000	1389	1511	1636	1758	1909	2081
	4000	1669	1798	1969	2150	2302	2438
	6000	2096	2349	2573	2862	3134	3464
LANDING DIST. (ft.)	S.L.	1663	1715	1769	1826	1879	1940
Dist. reqd. to land from 50 ft. and stop	2000	1755	1856	1871	1935	2000	2061
Approach 74 mph.	4866	1860	1929	1990	2022	2122	2195
	6000	1978	2050	2121	2195	2265	2350
NORMAL RATE OF CLIMB (ft./min.) @ 70 mph Full throttle	S.L.	626	605	588	570	552	537
	2000	545	527	509	491	474	455
	4000	468	450	431	413	397	380
	6000	392	372	355	337	321	306

Stalling Speeds (mph)  
(Power Off)

Angle of Bank	0°	20°	40°	50°	60°
Stall Speed	57	58.7	65	71.3	80.4

Weight and Balance: Refer to Weight Statement furnished with each airplane

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