

Model History

The table below summarises the model history versus serial number and significant differences. The information is compiled from the type data certification summaries (TDC) and the technical information in the Cessna maintenance, parts manuals, and operating handbooks.

Models within the Series

All models of C152, those manufactured in Wichita by Cessna, and those manufactured or assembled under contract by Reims, both the aerobat and non aerobat versions are designated by ICAO as a 'C152'. The model designators listed below are the names the manufacturer has given to distinguish the different variants within the type series.

The C152 has only four model variants:

- C152, the Cessna 152 - standard model;
- A152, the Cessna 152 Aerobat, (sometimes called a C152A);
- F152, the Reims Cessna 152;
- FA152, the Reims Cessna 152 Aerobat, (sometimes called a F152A).

There was no deviation in the model designator throughout the years of manufacturer.

Aerobat models all have the following additional features:

- Strengthened main and tail spars and attachments;
- Viewing ports (windows) overhead the pilot/co-pilot seats;
- Quick release cabin doors;
- Full aerobatic harnesses;
- G-meter, and airframe 'g' limits increased to +4, -2;
- Removable seat cushions to facilitate a seat pack or backpack type parachute.

Asides from these additional features, the construction of the Aerobat is the same as the basic model for the respective year.

The C152 II and the C152T are not different models or type variants, but purchase options which were provided with the basic C152.

The C152II had additional avionics for instrument navigation, and additional interior finishes, resulting in a higher basic weight.

The C152T was an options package tailored specifically for sales to flight schools.

Model Versus Serial Number Modifications History

<i>Model</i>	<i>Serial Numbers</i>	Summary of Main Changes
1978		
<i>C152</i>	15279406-15282031	<p>Lycoming O-235-L2C engine rated at 110 HP, 28 volt electrical system, 30 degrees flap, a fuel capacity of 37.5 or 24.5 US gallons usable, McCauley propeller, gross weight 1670 lbs.</p> <p>Aileron droop rigged approximately 1 degree down, commencing serial numbers 15279474, A1520737, F15201429, and FA1520337.</p> <p>Aileron direct and carry through cable turnbuckles shifted from right wing to above headliner, from serial numbers 15281427, A1520786, F1521539, and FA1520353.</p> <p>Beginning with 15279630, F15201529, A1520742, FA1520348, the left hand cap is no longer vented, only the right cap is vented.</p>
<i>F152</i>	F15201449-F15201528	
<i>A152</i>	A1500433, A1520735-A1520808	
<i>FA152</i>	FA1520337-FA1520347	
1979		
<i>C152</i>	15282032-15283591	<p>Minor modifications to instrument panel layout. Exhaust gas temperature (EGT) indicator fitted.</p> <p>Right magneto changed to the Slick 4052 type magneto to match the left, providing impulse couplings on both magnetos to improve starting.</p> <p>Modified engine primer lines for more effective priming. Alternator Voltage Regulator replaced by Alternator Control Unit (ACU), and HIGH VOLTAGE light replaced by a LOW VOLTAGE light.</p> <p>Ignition harness changed from the right magento firing all bottom plugs and left all top plugs, to the right magneto firing bottom right and top left plugs, and the left bottom left and top right plugs, for improved performance and redundancy.</p> <p>Throttle, mixture, and propeller control cable ends changed from ball bearing-type to a pre-drilled bolt, washers castellated nut, and a cotter pin.</p> <p>Light switch added to dome light console and light switch for map light added at door pillar post. Rear view mirror in glareshield removed.</p> <p>Beginning with Aircraft 15283092 on. and A1520853 & on, a Prestolite Slower Turning starter is installed to improve starting characteristics.</p> <p>Clock changed to digital.</p> <p>Brake cylinder redesigned, improving overhaul times. Wheel fairings were not split from 1979, requiring main wheel disassembly for removal, replacements are split.</p>
<i>F152</i>	F15201529-F15201673	
<i>A152</i>	681, A1520809-A1520878	
<i>FA152</i>	FA1520348-FA1520357	

Model	Serial Numbers	Significant Changes and Features
1980		
<i>C152</i>	15283592- 15284541	Accelerator pump incorporated in carburettor. Modified windshield defrosters.
<i>F152</i>	F15201674- F15201808	Modified battery installation, eliminating battery box. Carb. heat source changed from the muffler to a shroud at #4 cylinder, beginning with 15284899, F15201894, A1520971 and FA1520378.
<i>A152</i>	A1520879- A1520948	Simulated wood instrument panels introduced.
<i>FA152</i>	FA1520358- FA1520372	Magneto changed from Slick 4052 to Slick 42181 at serial numbers 15284028 and A1520915.
1981		
<i>C152</i>	15284542- 15285161	Spin-on oil filter now standard. Larger capacity battery contactor to reduce 'welding' occurrences.
<i>F152</i>	F15201809- F15201893	Integral intercom standard in trainer purchase options (C152T), optional on other versions.
<i>A152</i>	A1520949- A1520983	Avionics cooling fan introduced. Modified vertical fin and horizontal stabilizer attachment.
<i>FA152</i>	FA1520373- FA1520377	Modified vacuum system. Modified bus bar. Cabin door latch system altered at serial numbers 15284730 and A1520961 to include a ball and spring plate. Interior vents changed at serial numbers 15284924, F15201894, A1520972, and FA1520378, to provide better access and more air supply.
1982		
<i>C152</i>	15285162- 15285594	Additional fuel quick drain in belly below fuel selector.
<i>F152</i>	F15201894- F15201928	White toggle switches for avionics equipment introduced.
<i>A152</i>	A1520984- A1521014	On models with optional navigational equipment, the "Bow-tie" glideslope antenna was eliminated, and an antenna coupler is utilized to allow the nav receiver to receive glideslope signals.
<i>FA152</i>	FA1520378- FA1520382	Wing root air vents are made smaller to allow for better sealing.
1983		
<i>C152</i>	15285595- 15285833	Engine changed to Lycoming O-235-N2C, 108 HP to address lead fouling problems.

Model	Serial Numbers	Significant Changes and Features
<i>F152</i>	F15201929- F15201943	Avionics cooling fan improved. Vacuum system includes low-vacuum warning light. Gyro instrument installation redesigned to allow removal of gyro instruments from the front of the panel.
<i>A152</i>	A1521015- A1521025	
<i>FA152</i>	FA1520383- FA1520387	
1984		
<i>C152</i>	15285834- 15285939	Landing and taxi light wing mounted.
<i>F152</i>	F15201944- F15201952	
<i>A152</i>	A1521026- A1521027	
1985		
<i>C152</i>	15285940- 15286033	Aileron hinge changed at serial number 1525916 and A1521028.
<i>F152</i>	F15201953- F15201965	
<i>A152</i>	A1521028- A1521049	
<i>FA152</i>	FA1520388- FA1520415	
<i>FA152</i>	FA1520416- FA1520425	These serial numbers are listed by the manufacturer as produced in 1986, however all type certification information refer to production ceasing in 1985. It can be assumed no changes were made and the models were registered as 1985 builds.

Common Modifications

There are a large number of Supplemental Type Certificates issued by the FAA for modifications to the C152. The following lists some of the more commonly found.

Engine/Propeller Modifications

The 'Sparrowhawk' 125hp engine with Sensenich propeller is available from AirMods Inc. The installation includes a top overhaul, that is, larger pistons, and a modified propeller and spinner. The modifications can be done together or separately, as the engine and propeller upgrades are much more economic if completed with the routine overhaul schedules on each. The Sensenich propeller comes in three pitch options, which are an important consideration, as a climb pitch will disappoint

someone upgrading for speed, and likewise a cruise pitch, even with the higher horsepower may perform worse than a standard installation in the climb.

Lycoming O320 and O360 engine installations are available, providing increases in power to 150hp or 180hp, O&N Aircraft Technologies has one of the most popular options for this upgrade.

Note, on non-aerobats models, engine upgrades may impose restrictions on spinning because of the modified lift-weight couple. This may be of importance if looking at purchasing an aircraft or installing the upgrade for use in a flight school.

Tail Wheel

It is possible to convert the tricycle landing gear to a tail wheel version, providing shorter landing and takeoff distances and the more streamlined profile improves cruise speed. Many existing examples of this conversion can be found.

A tailwheel conversion involves strengthening of the fuselage and tail area for the new gear positions, removal of the nose wheel, alteration of the main gear, and addition of the tail wheel.

One of the most popular tail wheel conversions fitted to the C152 is the Texas Taildragger kit, from Aircraft Conversion Technologies, although they are no longer in operation which may cause problems with maintenance on existing installations. Tail wheel conversions are also available from Bush Conversions.

STOL and Speed Kits

Various STOL and speed kits are available, including the wing tip modifications, leading edge modifications, flap gaps seals, vortex generator (VG) kits, fairing and cowl modifications, and wing fences. One of the more common STOL kits is the Horton STOL, including wing tip fences, leading edge modifications and drooping wing tips, all acting to reduce stall speed, and reducing takeoff and landing speeds and thus distances.

Door Latch Modifications

Many door catch modifications are available to replace the pull to close type which often fail with wear resulting in poor closing and latching.

Note, door latch modifications that lock may not be applicable to Aerobats since they can operate in conflict with the quick release door hinges.

Fuel Modifications

Various fuel system modifications are available, including conversions to auto-fuel, auxiliary fuel tanks, additional sump (belly) drains and modified gascolators for removing water from the fuel system.

One of the most common auxiliary fuel tank modification is available from O&N Aircraft Modifications, providing 14 US gallons additional fuel, and featuring a baggage compartment tank with a transfer pump connected to the right wing. The Texas Ranger Fuel Tanks from Aircraft Conversion Technologies provide an additional 7USG per tank.