

JOHN CLARK



MORE PEOPLE BUY AND
FLY CESSNA AIRPLANES
THAN ANY OTHER MAKE

1969

WORLD'S LARGEST PRO-
DUCER OF GENERAL
AVIATION AIRCRAFT
SINCE 1956

MODEL
150

OWNER'S
MANUAL

PERFORMANCE - SPECIFICATIONS

Model 150 *	STANDARD AND TRAINER	COMMUTER
GROSS WEIGHT	1600 lbs	1600 lbs
SPEED:		
Top Speed at Sea Level	122 mph	122 mph
Cruise, 75% Power at 7000 ft	117 mph	117 mph
RANGE:		
Cruise, 75% Power at 7000 ft	475 mi	475 mi
22.5 Gallons, No Reserve	4.1 hrs	4.1 hrs
	117 mph	117 mph
Cruise, 75% Power at 7000 ft	725 mi	725 mi
Long Range Version, 35.0 Gallons	6.2 hrs	6.2 hrs
	117 mph	117 mph
Optimum Range at 10,000 ft	565 mi	565 mi
22.5 Gallons, No Reserve	6.1 hrs	6.1 hrs
	93 mph	93 mph
Optimum Range at 10,000 ft	880 mi	880 mi
Long Range Version, 35.0 Gallons	9.4 hrs	9.4 hrs
	93 mph	93 mph
RATE OF CLIMB AT SEA LEVEL	670 fpm	670 fpm
SERVICE CEILING	12,650 ft	12,650 ft
TAKE-OFF:		
Ground Run	735 ft	735 ft
Total Distance Over 50-Ft Obstacle.	1385 ft	1385 ft
LANDING:		
Landing Roll	445 ft	445 ft
Total Distance Over 50-Ft Obstacle.	1075 ft	1075 ft
EMPTY WEIGHT: (Approximate)	Standard	Trainer
With Standard Fuel Tanks	975 lbs	1005 lbs
With Long Range Fuel Tanks	980 lbs	1010 lbs
BAGGAGE	120 lbs	120 lbs
WING LOADING: Pounds/Sq Foot	10.2	10.2
POWER LOADING: Pounds/HP	16.0	16.0
FUEL CAPACITY:		
Total (Standard Tanks)	26 gal.	26 gal.
Total (Long Range Tanks)	38 gal.	38 gal.
OIL CAPACITY: (Total)	6 qts	6 qts
PROPELLER: Fixed Pitch (Diameter)	69 inches	69 inches
ENGINE: Continental Engine.	O-200-A	O-200-A
100 rated HP at 2750 RPM		

* This manual covers operation of the Model 150 which is certificated as Model 150J under FAA Type Certificate No. 3A19. The manual also covers operation of the Model F150 which is certificated as Model F150J under French Type Certificate No. 38/3 and FAA Type Certificate No. A13EU. The Model F150, manufactured by Reims Aviation S.A., Reims (Marne), France, is identical to the 150 except that it is powered by an O-200-A engine manufactured under license by Rolls Royce, Crewe, England. All 150 information in this manual pertains to the F150 as well.

CONGRATULATIONS

Welcome to the ranks of Cessna owners! Your Cessna has been designed and constructed to give you the most in performance, economy, and comfort. It is our desire that you will find flying it, either for business or pleasure, a pleasant and profitable experience.

This Owner's Manual has been prepared as a guide to help you get the most pleasure and utility from your Model 150. It contains information about your Cessna's equipment, operating procedures, and performance; and suggestions for its servicing and care. We urge you to read it from cover to cover, and to refer to it frequently.

Our interest in your flying pleasure has not ceased with your purchase of a Cessna. World-wide, the Cessna Dealer Organization backed by the Cessna Service Department stands ready to serve you. The following services are offered by most Cessna Dealers:

FACTORY TRAINED PERSONNEL to provide you with courteous expert service.

FACTORY APPROVED SERVICE EQUIPMENT to provide you with the most efficient and accurate workmanship possible.

A STOCK OF GENUINE CESSNA SERVICE PARTS on hand when you need them.

THE LATEST AUTHORITATIVE INFORMATION FOR SERVICING CESSNA AIRPLANES, since Cessna Dealers have all of the Service Manuals and Parts Catalogs, kept current by Service Letters and Service News Letters, published by Cessna Aircraft Company.

We urge all Cessna owners to use the Cessna Dealer Organization to the fullest.

A current Cessna Dealer Directory accompanies your new airplane. The Directory is revised frequently, and a current copy can be obtained from your Cessna Dealer. Make your Directory one of your cross-country flight planning aids; a warm welcome awaits you at every Cessna Dealer.

AIRSPEED CORRECTION TABLE

(Flaps Up)

IAS	40	50	60	70	80	90	100	110	120	130	140
CAS	51	57	65	73	82	91	100	109	118	127	136

(Flaps Down)

IAS	40	50	60	70	80	90	100				
CAS	49	55	63	72	81	89	98				

Figure 5-1.

= Power Off = **STALLING SPEEDS** MPH = CAS

Gross Weight 1600 lbs.

CONDITION	ANGLE OF BANK			
	0°	20°	40°	60°
Flaps UP	55 ⁴⁷	57 ⁵⁰	63 ⁵⁸	78 ⁷⁵
Flaps 20°	49 ⁴⁰	51 ⁴¹	56 ⁵⁰	70 ⁶⁹
Flaps 40°	48 ³⁹	49 ⁴⁰	54 ⁴⁹	67 ⁶⁵

Figure 5-2.

INDICATED IN PERCENT

TAKE-OFF DISTANCE

FLAPS RETRACTED HARD SURFACE RUNWAY

GROSS WT. LBS.	IAS 50 FT. MPH	HEAD WIND KNOTS	AT SEA LEVEL & 59° F.		AT 2500 FT. & 50° F.		AT 5000 FT. & 41° F.		AT 7500 FT. & 32° F.	
			GROUND RUN	TOTAL TO CLEAR 50 FT. OBS	GROUND RUN	TOTAL TO CLEAR 50 FT. OBS	GROUND RUN	TOTAL TO CLEAR 50 FT. OBS	GROUND RUN	TOTAL TO CLEAR 50 FT. OBS
1600	64	0	735	1385	910	1660	1115	1985	1360	2440
		10	500	1035	630	1250	780	1510	970	1875
		20	305	730	395	890	505	1090	640	1375

NOTES: 1. Increase the distances 10% for each 35° F. increase in temperature above standard for the particular altitude.
 2. For operation on a dry, grass runway, increase distances (both "ground run" and "total to clear 50 ft. obstacle") by 7% of the "total to clear 50 ft. obstacle" figure.

MAXIMUM RATE-OF-CLIMB DATA

GROSS WEIGHT LBS.	AT SEA LEVEL & 59° F.			AT 5000 FT. & 41° F.			AT 10000 FT. & 23° F.		
	IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED, GAL.	IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED FROM S.L., GAL.	IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED FROM S.L., GAL.
1600	73	670	0.6	69	440	1.6	65	220	3.0

NOTES: 1. Flaps retracted, full throttle, mixture leaned to smooth operation above 5000 ft.
 2. Fuel used includes warm-up and take-off allowances.
 3. For hot weather, decrease rate of climb 15 ft./min. for each 10° F above standard day temperature for particular altitude.

LANDING DISTANCE

FLAPS LOWERED TO 40° - POWER OFF
HARD SURFACE RUNWAY - ZERO WIND

GROSS WEIGHT LBS.	APPROACH SPEED, IAS, MPH	AT SEA LEVEL & 59° F.		AT 2500 FT. & 50° F.		AT 5000 FT. & 41° F.		AT 7500 FT. & 32° F.	
		GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS
1600	58	445	1075	470	1135	495	1195	520	1255

NOTES: 1. Decrease the distances shown by 10% for each 4 knots of headwind.
 2. Increase the distance by 10% for each 60° F. temperature increase above standard.
 3. For operation on a dry, grassy runway, increase distances (both "ground roll" and "total to clear 50 ft. obstacle") by 20% of the "total to clear 50 ft. obstacle" figure.

Figure 5-3.

CRUISE PERFORMANCE					WITH LEAN MIXTURE			
ALTITUDE	RPM	%BHP	TAS MPH	GAL./HR.	END. HOURS		RANGE, MILES	
					STANDARD	LONG RANGE	STANDARD	LONG RANGE
					22.5 GAL.	35 GAL.	22.5 GAL.	35 GAL.
2500	2750	92	121	7.0	3.2	5.0	390	605
	2700	87	119	6.6	3.4	5.3	410	635
	2600	77	114	5.8	3.9	6.1	445	690
	2500	68	108	5.1	4.4	6.9	475	740
	2400	60	103	4.6	4.9	7.7	505	790
	2300	53	96	4.1	5.5	8.6	535	830
	2200	46	89	3.6	6.2	9.7	550	860
	2100	40	79	3.2	7.0	10.9	555	865
5000	2750	85	121	6.4	3.5	5.5	425	660
	2700	80	118	6.0	3.8	5.8	445	690
	2600	71	113	5.3	4.2	6.6	475	740
	2500	63	107	4.8	4.7	7.4	505	790
	2400	56	101	4.3	5.3	8.2	530	830
	2300	49	93	3.8	5.9	9.2	550	860
	2200	43	84	3.4	6.6	10.3	560	870
	2100	37	71	3.0	7.5	11.7	540	835
7500	2700	74	117	5.5	4.1	6.3	480	745
	2600	66	111	4.9	4.6	7.1	505	790
	2500	58	105	4.4	5.1	7.9	535	830
	2400	52	98	4.0	5.7	8.8	555	860
	2300	45	89	3.6	6.3	9.8	560	875
	2200	40	77	3.2	7.1	11.1	550	850
	10,000	2700	68	116	5.1	4.4	6.8	510
2600		61	109	4.6	4.9	7.6	535	830
2500		54	102	4.1	5.4	8.5	555	865
2400		48	93	3.7	6.1	9.4	565	880
2300		42	82	3.3	6.8	10.6	555	860
12,500	2650	60	110	4.5	5.0	7.8	550	855
	2600	56	106	4.3	5.3	8.2	555	865
	2500	50	97	3.9	5.8	9.1	565	880
	2400	44	86	3.5	6.5	10.1	560	870

NOTES: 1. Maximum cruise is normally limited to 75% power.
 2. In the above calculations of endurance in hours and range in miles, no allowances were made for take-off or reserve.

Figure 5-4.

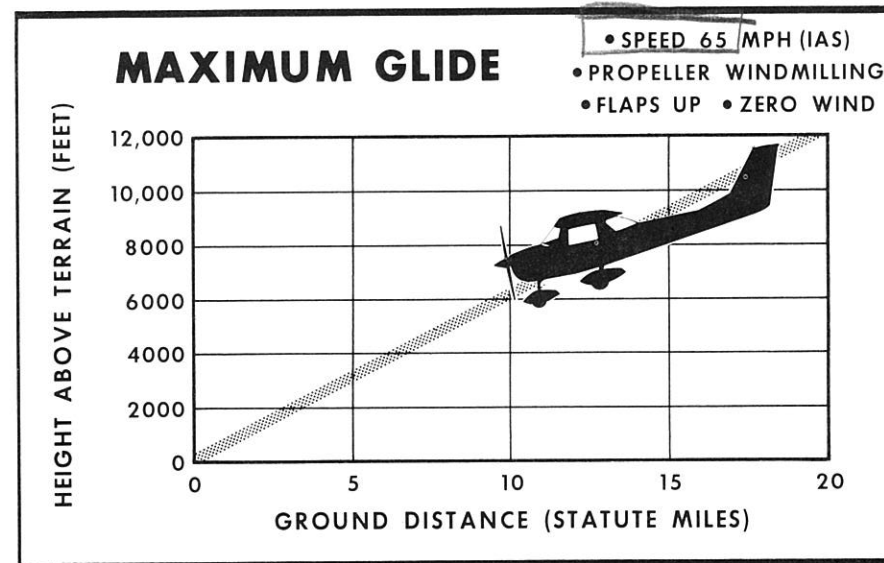


Figure 5-5.