DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

	3A19
	Revision 50
	Textron Aviation Inc.
150	150J
150A	150K
150B	A150K
150C	150L
150D	A150L
150E	150M
150F	A150M
150G	152
150H	A152
	July 21, 2017

"WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes."

TYPE CERTIFICATE DATA SHEET NO. 3A19

This data sheet which is a part of type certificate No. 3A19 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Textron Aviation Inc.
One Cessna Boulevard
Wichita, Kansas 67215

Type Certificate Holder Record: Cessna Aircraft Company transferred to
Textron Aviation Inc. on July 29, 2015

I. Model 150, 2 PCLM (Utility Category), Approved July 10, 1958
Model 150A, 2 PCLM (Utility Category), Approved June 14, 1960
Model 150B, 2 PCLM (Utility Category), Approved June 20, 1961
Model 150C, 2 PCLM (Utility Category), Approved June 15, 1962

Engine: Continental O-200-A

*Fuel: 80/87 min. grade aviation gasoline

*Engine Limits: For all operations, 2750 r.p.m. (100 hp.)

Propeller and Propeller Limits:

1. Sensenich 69CK — 24 lb. (-32)
   Diameter: not over 69 in., not under 67.5 in.
   Static r.p.m. at maximum permissible throttle setting: not over 2470, not under 2320
   No additional tolerance permitted
2. McCauley 1A100/MCM — 21 lb. (-32)
   Diameter: not over 69 in., not under 67.5 in.
   Static r.p.m. at maximum permissible throttle setting: not over 2475, not under 2375
   No additional tolerance permitted
3. McCauley 1A101/DCM — 21 lb. (-32)
   Diameter: not over 69 in., not under 67.5 in.
   Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500
   No additional tolerance permitted

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I. Models 150, 150A, 150B, 150C (cont'd)

*Airspeed Limits (CAS)	Never exceed	157 m.p.h.	(136 knots)
	Maximum structural cruising	120 m.p.h.	(104 knots)
	Maneuvering	106 m.p.h.	(92 knots)
	Flaps extended	85 m.p.h.	(74 knots)

C.G. Range
(+33.4) to (+36.0) at 1500 lb.
(+32.2) to (+36.0) at 1250 lb. or less
Straight line variation between points given

Empty Weight C.G. Range
None

Leveling Means
Top edge of fuselage splice plate

*Maximum Weight
1500 lb.

No. of Seats
2 at (+39); (for child's optional jump seat refer to Equipment List)

Maximum Baggage
80 lb. at (+65)

Fuel Capacity
26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42)
See NOTE 1 for data on system fuel

Oil Capacity
6 qt. (-13.5; unusable 2 qt.)
See NOTE 1 for data on system oil

Control Surface Movements			
	Wing flaps	Retracted	0°
		1st notch	10°
		2nd notch	20°
		3rd notch	30°
		4th notch	40°
	Ailerons	Up 20°	Down 15°
	Elevator	Up 25°	Down 15°
	Elevator tab	Up 10°	Down 20°
	Rudder	Right 16°	Left 16°

Serial Nos. Eligible
Model 150: 617, 17001 through 17999, 59001 through 59018
Model 150A: 628, 15059019 through 15059350
Model 150B: 15059351 through 15059700
Model 150C: 15059701 through 15060087

II. Model 150D, 2 PCLM (Utility Category), Approved July 19, 1963
Model 150E, 2 PCLM (Utility Category), Approved June 18, 1964
Model 150F, 2 PCLM (Utility Category), Approved May 27, 1965

Engine
Continental O-200-A

*Fuel
80/87 min. grade aviation gasoline

*Engine Limits
For all operations, 2750 r.p.m. (100 hp.)

Propeller and Propeller Limits

1. Sensenich 69CK — 24 lb. (-32)
   Diameter: not over 69 in., not under 67.5 in.
   Static r.p.m. at maximum permissible throttle setting:
   not over 2470, not under 2320
   No additional tolerance permitted
2. McCauley 1A100/MCM — 21 lb. (-32)
   Diameter: not over 69 in., not under 67.5 in.
   Static r.p.m. at maximum permissible throttle setting:
   not over 2475, not under 2375
   No additional tolerance permitted

II. Models 150D, 150E, 150F (cont'd)

Propeller and Propeller Limits (cont'd)	3. McCauley 1A101/DCM Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500 No additional tolerance permitted			21 lb. (-32)
*Airspeed Limits (CAS)	Never exceed	162 m.p.h. (141 knots)		
	Maximum structural cruising	120 m.p.h. (104 knots)		
	Maneuvering	109 m.p.h. (95 knots)		
	Flaps extended	100 m.p.h. (87 knots)		
C.G. Range	(+32.9) to (+37.5) at 1600 lb. (+31.5) to (+37.5) at 1280 lb. or less Straight line variation between points given			
Empty Weight C.G. Range	None			
Leveling Means	Top of tailcone			
*Maximum Weight	1600 lb.			
No. of Seats	2 at (+39); (for child's optional jump seat refer to Equipment List)			
Maximum Baggage	120 lb. at (+65) (150D, 150E) 120 lb. - Reference weight and balance data (150F)			
Fuel Capacity	26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42) See NOTE 1 for data on system fuel			
Oil Capacity	6 qt. (-13.5; unusable 2 qt.) See NOTE 1 for data on system oil			
Control Surface Movements	Wing flaps (150D, 150E)	Retracted	0°	
		1st Notch	10°	
		2nd Notch	20°	
		3rd Notch	30°	
		4th Notch	40°	
	Wing flaps (150°F)		Down 0°	-40° ±2°
	Ailerons	Up 20°	Down 15°	
	Elevator	Up 25°	Down 15°	
	Elevator tab	Up 10°	Down 20°	
	Rudder (150D, 150E)	Right 16°	Left 16°	
	(150F)	Right 23°	Left 23°	
		(measured parallel to chord)		

Serial Nos. Eligible

Model 150D: 15060088 through 15060772
Model 150E: 644, 15060773 through 15061532
Model 150F: 15061533 through 15064532

III. Model 150G, 2 PCLM (Utility Category), Approved May 5, 1966,
2 PCSM (Utility Category), Approved August 12, 1966
Model 150H, 2 PCL-SM (Utility Category), Approved August 10, 1967
Model 150J, 2 PCL-SM (Utility Category), Approved May 2, 1968
Model 150K, 2 PCL-SM (Utility Category), Approved June 5, 1969

Engine	Continental O-200-A
*Fuel	80/87 min. grade aviation gasoline
*Engine Limits	For all operations, 2750 r.p.m. (100 hp.)

III. Models 150G, 150H, 150J, 150K (cont'd)

Propeller and Propeller Limits	1. Sensenich 69CK Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: not over 2470, not under 2320 No additional tolerance permitted	24 lb. (-32)
	2. McCauley 1A100/MCM Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: not over 2475, not under 2375 No additional tolerance permitted	21 lb. (-32)
	3. McCauley 1A90/CF (seaplane only) Diameter: not over 75 in., not under 73.5 in. Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500 No additional tolerance permitted	24 lb. (-32)
	4. McCauley 1A101/DCM Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500 No additional tolerance permitted	21 lb. (-32)

*Airspeed Limits (CAS)	Never exceed	162 m.p.h.	(141 knots)
	Maximum structural cruising	120 m.p.h.	(104 knots)
	Maneuvering	109 m.p.h.	(95 knots)
	Flaps extended	100 m.p.h.	(87 knots)

C.G. Range

Landplane
(+32.9) to (+37.5) at 1600 lb.
(+31.5) to (+37.5) at 1280 lb. or less
Seaplane
(+33.8) to (+36.5) at 1650 lb.
(+33.0) to (+36.5) at 1400 lb. or less
Straight line variation between points given

Empty Weight C.G. Range: None

Leveling Means: Top of tailcone

*Maximum Weight
Landplane - 1600 lb.
Seaplane - 1650 lb. (Edo 88A-1650 floats)

No. of Seats: 2 at (+39); (for child's optional jump seat, refer to Equipment List)

Maximum Baggage: 120 lb. - Reference weight and balance data

Fuel Capacity
Landplane
26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42.0)
Seaplane
26 gal. (21.5 gal. usable, two 13 gal. tanks in wings at +42.0)
See NOTE 1 for data on system fuel

Oil Capacity
6 qt. (-13.5; unusable 2 qt.)
See NOTE 1 for data on system oil

Control Surface Movements

Wing flaps				Down	0° -40° ±2°
Ailerons	Up	20° +2°, -0°		Down	14° +2°, -0°
Elevator	Up	25° ±1°		Down	15° ±1°
Elevator tab	Up	10° ±1°		Down	20° ±1°
Rudder	Right	23° +0°, -2°		Left	23° +0°, -2°

(measured perpendicularly to hinge line)

III. Models 150G, 150H, 150J, 150K (cont'd)

Serial Nos. Eligible	Model 150G:	15064533 through 15067198 (except 15064970)
	Model 150H:	649, 15067199 through 15069308
	Model 150J:	15069309 through 15071128
	Model 150K:	15071129 through 15072003

IV. Model A150K, Aerobat, 2 PCLM (Acrobatic Category), Approved June 5, 1969

Engine	Continental O-200-A	
*Fuel	80/87 min. grade aviation gasoline	
*Engine Limits	For all operations, 2750 r.p.m. (100 hp.)	
Propeller and Propeller Limits	1. McCauley 1A101/DCM Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500 No additional tolerance permitted	21 lb. (-32)

*Airspeed Limits (CAS)		
	Never exceed	193 m.p.h. (168 knots)
	Maximum structural cruising	140 m.p.h. (122 knots)
	Maneuvering	118 m.p.h. (103 knots)
	Flaps extended	100 m.p.h. (87 knots)

C.G. Range	(+32.9) to (+37.5) at 1600 lb. (+31.5) to (+37.5) at 1280 lb. or less	
Empty Weight C.G. Range	None	
Leveling Means	Top of tailcone	
*Maximum Weight	1600 lb.	
No. of Seats	2 at (+39); (for child's optional jump seat, refer to Equipment List)	
Maximum Baggage	120 lb. - (reference weight and balance data)	
Fuel Capacity	26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42.0)	
Oil Capacity	6 qt. (-13.5; unusable 2 qt.) See NOTE 1 for data on system oil.	

Control Surface Movements					
	Wing flaps			Down	0° -40° ±2°
	Ailerons	Up	20° +2°, -0°	Down	14° +2°, -0°
	Elevator	Up	25° ±1°	Down	15° ±1°
	Elevator tab	Up	10° ±1°	Down	20° ±1°
	Rudder	Right	23° +0°, -2°	Left	23° +0°, -2°

(measured perpendicularly to hinge line)

Serial Nos. Eligible	Model A150K: A1500001 through A1500226

V. Model 150L, 2 PCLM (Utility Category), Approved June 8, 1970

Engine	Continental O-200-A	
*Fuel	80/87 min. grade aviation gasoline	
*Engine Limits	For all operations, 2750 r.p.m. (100 hp.)	
Propeller and Propeller Limits	1. McCauley 1A101/GCM (1971, 1972, 1973 models) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500 No additional tolerance permitted	27.7 lb. (-34.5)
	2. McCauley 1A101/HCM (1972, 1973 and 1974 models) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500 No additional tolerance permitted	27.7 lb. (-34.5)
	3. McCauley 1A101/PCM (1974 model) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500 No additional tolerance permitted	27.0 lb. (-34.5)
	4. McCauley 1A102/OCM (1971 through 1974 models) Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: not over 2560, not under 2460 No additional tolerance permitted	27.0 lb. (-34.5)
*Airspeed Limits (CAS)	Never exceed 162 m.p.h. (141 knots) Maximum structural cruising 120 m.p.h. (104 knots) Maneuvering 109 m.p.h. (95 knots) Flaps extended 100 m.p.h. (87 knots)	
C.G. Range	(+32.9) to (+37.5) at 1600 lb. (+31.5) to (+37.5) at 1280 lb. or less Straight line variation between points given	
Empty Weight C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Stations +94.63 and +132.94 on left side of tailcone	
*Maximum Weight	1600 lb.	
No. of Seats	2 at (+39); (for child's optional jump seat refer to Equipment List)	
Maximum Baggage	120 lb. - (Reference weight and balance data)	
Fuel Capacity	26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on system fuel	
Oil Capacity	6 qt. (-13.5; unusable 2 qt.) See NOTE 1 for data on undrainable oil	

V. Model 150L (cont'd)

Control Surface Movements	Wing flaps			Down	0° -40° ±2°
	Ailerons	Up	20° +2°, -0°	Down	14° +2°, -0°
	Elevator	Up	25° ±1°	Down	15° ±1°
	Elevator tab	Up	10° ±1°	Down	20° ±1°
	Rudder	Right	23° +0°, -2°	Left	23° +0°, -2°
	(measured perpendicularly to hinge line)				

Serial Nos. Eligible
15072004 through 15072628 (1971 Model)
15072629 through 15073658 (1972 Model)
15073659 through 15074850 (1973 Model)
15074851 through 15075781 (1974 Model)

VI. Model A150L, Aerobat, 2 PCLM (Acrobatic Category), Approved June 8, 1970

Engine: Continental O-200-A

*Fuel: 80/87 min. grade aviation gasoline

*Engine Limits: For all operations, 2750 r.p.m. (100 hp.)

Propeller and Propeller Limits:

1. McCauley 1A101/GCM — 27.7 lb. (-34.5)
   (1971, 1972, 1973 models)
   Diameter: not over 69 in., not under 67 in.
   Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500
   No additional tolerance permitted

2. McCauley 1A101/HCM — 27.7 lb. (-34.5)
   (1971, 1972, 1973 models)
   Diameter: not over 69 in., not under 67 in.
   Static r.p.m. at maximum permissible throttle setting: not over 2600, not under 2500
   No additional tolerance permitted

3. McCauley 1A102/OCM — 27.0 lb. (-34.5)
   (1971 through 1974 model)
   Diameter: not over 69 in., not under 67.5 in.
   Static r.p.m. at maximum permissible throttle setting: not over 2560, not under 2460
   No additional tolerance permitted

*Airspeed Limits (CAS):

Never exceed	193 m.p.h.	(168 knots)
Maximum structural cruising	140 m.p.h.	(122 knots)
Maneuvering	118 m.p.h.	(103 knots)
Flaps extended	100 m.p.h.	(87 knots)

C.G. Range: (+32.9) to (+37.5) at 1600 lb.
(+31.5) to (+37.5) at 1280 lb. or less

Empty Weight C.G. Range: None

Leveling Means: Jig located nut plates and screws at Stations +94.63 and +132.94 on left side of tailcone

*Maximum Weight: 1600 lb.

No. of Seats: 2 at (+39); (for child's optional jump seat refer to Equipment List)

Maximum Baggage: 120 lb. - (Reference weight and balance data)

VI. Model A150L (cont'd)

Fuel Capacity	26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable fuel				
Oil Capacity	6 qt. (-13.5; unusable 2 qt.) See NOTE 1 for data on undrainable oil				
Control Surface Movements	Wing flaps			Down	0° -40° ±2°
	Ailerons	Up	20° +2°, -0°	Down	14° +2°, -0°
	Elevator	Up	25° ±1°	Down	15° ±1°
	Elevator tab	Up	10° ±1°	Down	20° ±1°
	Rudder	Right	23° +0°, -2°	Left	23° +0°, -2°
	(measured perpendicularly to hinge line)				
Serial Nos. Eligible	A1500227 through A1500276 (1971 Model) A1500277 through A1500342 (1972 Model) A1500343 through A1500429 (1973 Model) A1500430 through A1500523 (1974 Model) (Except A1500433)				

VII. Model 150M, 2 PCLM (Utility Category), Approved May 6, 1974

Engine	Continental O-200-A	
*Fuel	80/87 min. grade aviation gasoline	
*Engine Limits	For all operations, 2750 r.p.m. (100 hp.)	
Propeller and Propeller Limits	1. McCauley 1A102/OCM Diameter: not over 69 in., not under 67 in. Static rpm at maximum permissible throttle setting: not over 2560, not under 2460 No additional tolerance permitted	27.7 lb. (-34.5)

*Airspeed Limits (CAS)

15075782 through 15077005

Never exceed	162 m.p.h. (141 knots)
Maximum structural cruising	120 m.p.h. (104 knots)
Maneuvering	109 m.p.h. (95 knots)
Flaps extended	100 m.p.h. (87 knots)

*Airspeed Limits (IAS) (See Note 4 on use of (IAS)

15077006 through 15079405

Never exceed	141 knots
Maximum structural cruising	107 knots
Maneuvering	97 knots
Flaps extended	85 knots

C.G. Range	(+32.9) to (+37.5) at 1600 lb. (+31.5) to (+37.5) at 1280 lb. or less Straight line variation between points given
Empty Weight C.G. Range	None
Leveling Means	Jig located nut plates and screws at Stations +94.63 and +132.94 on left side of tailcone
*Maximum Weight	1600 lb.
No. of Seats	2 at (+39); (for child's optional jump seat, refer to Equipment List)
Maximum Baggage	120 lb. (Reference weight and balance data)

VII. Model 150M (cont'd)

Fuel Capacity	26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable fuel				
Oil Capacity	6 qt. (-13.5; unusable 2 qt.) See NOTE 1 for data on undrainable oil				
Control Surface Movements	Wing flaps			Down	0° -40° ±2°
	Ailerons	Up	20° +2°, -0°	Down	14° +2°, -0°
	Elevator	Up	25° ±1°, -0°	Down	15° ±1°
	Elevator tab	Up	10° ±1°	Down	20° ±1°
	Rudder	Right	23° +0°, -2°	Left	23° +0°, -2°
	(measured perpendicularly to hinge line)				
Serial Nos. Eligible	15075782 through 15077005 (1975 Model) 15077006 through 15078505 (1976 Model) 15078506 through 15079405 (1977 Model)				

VIII. Model A150M, Aerobat, 2 PCLM (Acrobatic Category), Approved May 6, 1974

Engine	Continental O-200-A	
*Fuel	80/87 min. grade aviation gasoline	
*Engine Limits	For all operations, 2750 r.p.m. (100 hp.)	
Propeller and Propeller Limits	1. McCauley 1A102/OCM Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: not over 2560, not under 2460 No additional tolerance permitted	27.0 lb. (-34.5)
*Airspeed Limits (CAS)	15064970, A1500524 through A1500609	
	Never exceed	193 m.p.h. (168 knots)
	Maximum structural cruising	140 m.p.h. (122 knots)
	Maneuvering	118 m.p.h. (103 knots)
	Flaps extended	100 m.p.h. (87 knots)
*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	A1500610 through A1500734	
	Never exceed	164 knots
	Maximum structural cruising	123 knots
	Maneuvering	105 knots
	Flaps extended	85 knots
C.G. Range	(+32.9) to (+37.5) at 1600 lb. (+31.5) to (+37.5) at 1280 lb. or less Straight line variation between points given	
Empty Weight C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Stations +94.63 and +132.94 on left side of tailcone	
*Maximum Weight	1600 lb.	
No. of Seats	2 at (+39); (for child's optional jump seat, refer to Equipment List)	
Maximum Baggage	120 lb. - (Reference weight and balance data)	
Fuel Capacity	26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable fuel	

VIII. Model A150M (cont'd)

Oil Capacity	6 qt. (-13.5; unusable 2 qt.) See NOTE 1 for data on undrainable oil				
Control Surface Movements	Wing flaps			Down	0° -40° ±2°
	Ailerons	Up	20° +2°, -0°	Down	14° +2°, -0°
	Elevator	Up	23° ±1°, -0°	Down	15° ±1°
	Elevator tab	Up	10° ±1°	Down	20° ±1°
	Rudder	Right	23° +0°, -2°	Left	23° +0°, -2°
	(measured perpendicularly to hinge line)				
Serial Nos. Eligible	15064970, A1500524 through A1500609 (1975 Model) A1500610 through A1500684 (1976 Model) A1500685 through A1500734 (1977 Model)				

IX. Model 152, 2 PCLM (Utility Category), Approved March 16, 1977

Engine	S/N 15279406 through 15285594 Lycoming O-235-L2C S/N 15285595 and on aircraft reworked per SK152-15 or SK152-16 Lycoming O-235-N2C	
*Fuel	100LL/100 min. grade aviation gasoline	
*Engine Limits	S/N 15279406 through 15285594 For all operations, 2550 r.p.m. (110 hp.) S/N 15285595 and on For all operations 2550 r.p.m. (108 hp.)	
Propeller and Propeller Limits	1. (a) McCauley 1A103/TCM Diameter: not over 69 in., not under 67.5 in. Static rpm at full throttle (carburetor heat off and mixture leaned to maximum r.p.m.) is 2280 to 2380 r.p.m. For allowable variations in static r.p.m. at non-standard temperatures, refer to the Service Manual. (b) Spinner: Dwg. 0450073	23.2 lb. (-36.5)
*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	Never exceed 149 knots Maximum structural cruising 111 knots Maneuvering 104 knots Flaps extended 85 knots	
C.G. Range	(+32.65) to (+36.5) at 1670 lb. (+31.0) to (+36.5) at 1350 lb. or less Straight line variation between points given	
Empty Weight C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Stations +94.63 and +132.94 on left side of tailcone	
*Maximum Weight	1670 lb. 1675 lb. ramp weight (S/N 15282032 and on)	
No. of Seats	2 at (+39); (for child's optional jump seat, refer to Equipment List)	
Maximum Baggage	120 lb. (Reference weight and balance data)	

IX. Model 152 (cont'd)

Fuel Capacity	26 gal. (24.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable fuel				
Oil Capacity	6 qt. (-14.7; unusable 2 qt.) See NOTE 1 for data on undrainable oil				
Control Surface s Movements	Wing flaps			Down	0° -30° ±2°
	Ailerons	Up	20° ± 2°	Down	15° ± 1°
	(aileron travel measured from 1° ±.5° droop)				
	Elevator	Up	25° ±1°	Down	18° ±1°
	Elevator tab	Up	10° ±1°	Down	20° ±1°
	Rudder	Right	23° +0°, -2°	Left	23° +0°, -2°
	(measured perpendicularly to hinge line)				
Serial Nos. Eligible	15279406 through 15282031 (1978 Model) 15282032 through 15283591 (1979 Model) 15283592 through 15284541 (1980 Model) 15284542 through 15285161 (1981 Model) 15285162 through 18285594 (1982 Model) 15285595 through 15285833 (1983 Model) 15285834 through 15285939 (1984 Model) 15285940 through 15286033 (1985 Model)				

X. Model A152, Aerobat, 2 PCLM (Acrobatic Category), Approved March 16, 1977

Engine	S/N A1500433, A1520735, 681 through A521014 Lycoming O-235-L2C S/N A1521015 and on aircraft reworked per SK152-15 or SK152-16 Lycoming O-235-N2C	
*Fuel	100LL/100 min. grade aviation gasoline	
*Engine Limits	S/N A1500433, A1520735, 681 through A1521014 For all operations, 2550 r.p.m. (110 hp.) S/N A1521015 and on For all operations 2550 r.p.m. (108 hp.)	
Propeller and Propeller Limits	1. (a) McCauley 1A103/TCM Diameter: not over 69 in., not under 67.5 in. Static rpm at full throttle (carburetor heat off and mixture leaned to maximum r.p.m.) is 2280 to 2380 r.p.m. For allowable variations in static r.p.m. at non-standard temperatures, refer to the Service Manual. (b) Spinner: Dwg. 0450073	23.2 lb. (-36.5)
*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	Never exceed 172 knots Maximum structural cruising 125 knots Maneuvering 108 knots Flaps extended 85 knots	
C.G. Range	(+32.65) to (+36.5) at 1670 lb. (+31.0) to (+36.5) at 1350 lb. or less	
Empty Weight C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Stations +94.63 and +132.94 on left side of tailcone	

X. Model A152 (cont'd)

*Maximum Weight	1670 lb. 1675 lb. ramp weight (S/N 681, A1520809 and on)
No. of Seats	2 at (+39); (for child's optional jump seat, refer to Equipment List)
Maximum Baggage	120 lb. (Reference weight and balance data)
Fuel Capacity	26 gal. (24.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable fuel
Oil Capacity	6 qt. (-14.7; unusable 2 qt.) See NOTE 1 for data on undrainable oil

Control Surface Movements

Wing flaps			Down	0° -30° ±2°
Ailerons	Up	20° ± 1°	Down	15° ± 1°
(aileron travel measured from 1° ±.5° droop)				
Elevator	Up	25° ±1°	Down	18° ±1°
Elevator tab	Up	10° ±1°	Down	20° ±1°
Rudder	Right	23° +0°, -2°	Left	23° +0°, -2°
(measured perpendicularly to hinge line)				

Serial Nos. Eligible

A1500433, A1520735 through A1520808	(1978 Model)
681, A1520809 through A1520878	(1979 Model)
A1520879 through A1520943	(1980 Model)
A1520944 through A1520983	(1981 Model)
A1520984 through A1521014	(1982 Model)
A1521015 through A1521025	(1983 Model)
A1521026 through A1521027	(1984 Model)
A1521028 through A1521049	(1985 Model)

Data Pertinent to All Models

Datum: Fuselage station 0.0 front face of firewall

Certification Basis:
Part 3 of the Civil Air Regulations dated May 15, 1956, as amended by 3-4. In addition, effective S/N 15282032 and on for 152 and S/N 681, A1520809 and on for A152, FAR 23.1559 effective March 1, 1978. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-5 for 152 and A152 only. In addition, effective S/N 15285940 and on, and S/N A1521028 and on, FAR 23.1545(a), Amendment 23-23 dated December 1, 1978.

Application for Type Certificate dated August 13, 1956.

Type Certificate No. 3A19 issued July 10, 1958, obtained by the manufacturer under delegation option procedures.

Equivalent Safety Items:
S/N 15077006 through 15079405
S/N 15279406 and on
S/N A1500610 through A1500734
S/N 681, A1500433, A1520735 and on

Airspeed Indicator: CAR 3.757 (See NOTE 4) (S/N 15279406 through 15285939 and 681, A1500433, A1520735 through A1521027)

Operating Limitations: CAR 3.778(a)

Production Basis:
Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Data Pertinent to All Models (cont'd)

Equipment:
The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual, effective at S/N 681, S/N 15282032 and On, and S/N A1520809 and On. In addition, the following item of equipment is required:

1. Stall warning indicator, audible, Cessna Dwg. 0511062
   (Model 150 through 150E)

2. Stall warning indicator, audible, Cessna Dwg. 0413029
   (Model 150F through 150M (1977 Model))
   (Model A150K through A150M (1977 Model))
   (Model 152 and A152)

NOTE 1. Current weight and balance report together with list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification.

S/N 17001 through 17999, 59001 through 59018, 15059019 through 15077005 and A1500001 through A1500609
The certificated empty weight and corresponding center of gravity location must include unusable fuel of 21 lb. at (+40) for landplanes or 27 lb. at (+40) for seaplanes and an undrainable oil of (0) lb. at (-13.5) for both landplane and seaplane.

S/N 15077006 through 15079405 and A1500610 through A1500734
The certificated empty weight and corresponding center of gravity location must include unusable fuel of 21 lb. at (+40) and full oil of 11.3 lb. at (-13.5) for landplane.

S/N 681, A1500433, 15279406 and On, and A1520735 and On
The certificated empty weight and corresponding center of gravity location must include unusable fuel of 9 lb. at (+40) and full oil of 11.3 lb. at (-14.7) for landplane.

NOTE 2. The following information must be displayed in the form of composite or individual placards.

A. In full view of the pilot:
   (1) "This airplane must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals."

   (2) Model 150, 150A, 150B, 150C
   "Acrobatic maneuvers are limited to the following:

Maneuver	Entry Speed
Chandelle	106 m.p.h. (92 knots)
Steep turns	106 m.p.h. (92 knots)
Lazy eights	106 m.p.h. (92 knots)
Stalls (except whip)	Use slow deceleration
Spins	Use slow deceleration

   Spin recovery - opposite rudder-neutral elevator.
   Intentional spins with flaps extended prohibited.
   Design maneuvering speed 106 m.p.h. (92 knots)."

Data Pertinent to All Models (cont'd)

NOTE 2
(cont'd)

(3) Model 150D, 150E, 150F, 150G, 150H, 150J, 150K
"Acrobatic maneuvers are limited to the following:

Maneuver	Entry Speed
Chandelle	109 m.p.h. (95 knots)
Steep turns	109 m.p.h. (95 knots)
Lazy eights	109 m.p.h. (95 knots)
Stalls (except whip)	Use slow deceleration
Spins	Use slow deceleration

Intentional spins with flaps extended prohibited.
Spin recovery - opposite rudder-forward elevator.
Maximum design weight: Landplane 1600 lb.
Seaplane 1650 lb.
Maximum maneuvering speed: 109 m.p.h. (95 knots)
Maximum flight maneuvering load factors:
Flaps Up +4.4 -1.76
Flaps Down +3.5"

(4) Model A150K
"This airplane must be operated as an Acrobatic Category airplane in compliance with the operating limitations stated in the form of placards, markings and manuals.

Acrobatic Category
Maximum design weight : 1600 lb.
Maximum maneuvering speed: 118 m.p.h. (103 knots)
Refer to weight and balance data for loading instructions
Flight maneuvering load factors:
Flaps up +6.0 -3.0
Flaps down +3.5
Aerobatic maneuvers with flaps extended are prohibited. Inverted flight is prohibited.

Child's seat and/or baggage compartment must not be occupied during aerobatic maneuvering.
Spin recovery: Apply opposite rudder, followed by forward elevator for normal recovery.

The following aerobatic maneuvers are approved:

Maneuver	Entry Speed		Maneuver	Entry Speed	
Chandelle	120 m.p.h.	(104 knots)	Lazy eights	120 m.p.h.	(104 knots)
Steep turns	110 m.p.h.	(96 knots)	Spins	Slow deceleration	
Barrel rolls	130 m.p.h.	(113 knots)	Aileron rolls	130 m.p.h.	(113 knots)
Snap rolls	90 m.p.h.	(78 knots)	Immelmanns	145 m.p.h.	(126 knots)
Loops	130 m.p.h.	(113 knots)	Cuban eights	145 m.p.h.	(126 knots)
Vertical reversements	90 m.p.h.	(78 knots)	Stalls (except whip stalls)	Slow deceleration"	

Data Pertinent to All Models (cont'd)

NOTE 2
(cont'd)

(5) Model 150L and 150M (1971 through 1975 Model)

"This airplane is approved in the utility category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

	Maximums	
Maneuvering speed (IAS)		109 m.p.h. CAS (95 knots)
Gross weight		1600 lb.
Flight load factor	Flaps Up	+4.4, -1.76
	Flaps Down	+3.5

No acrobatic maneuvers approved except those listed below.

Maneuver	Max. Entry Speed	Maneuver	Max. Entry Speed
Chandelles	109 m.p.h. (95 knots)	Spins	Slow deceleration
Lazy eights	109 m.p.h. (95 knots)	Stalls (except whip stalls)	Slow deceleration
Steep turns	109 m.p.h. (95 knots)		

Spin Recovery: opposite rudder - forward elevator - neutralize controls.
Intentional spins with flaps extended are prohibited. Known icing conditions to be avoided.
This airplane is certified for the following flight operations as of date of original airworthiness certificate:
(DAY - NIGHT - VFR - IFR)" (As Applicable)

(6) Model A150L and A150M (1971 through 1975 Model)

"This airplane is approved in the acrobatic category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

	Maximums	
Maneuvering speed (IAS)		118 m.p.h. CAS (103 knots)
Gross weight		1600 lb.
Flight load factor	Flaps Up	+6.0, -3.0
	Flaps Down	+3.5

Aerobatic maneuvers with flaps extended are prohibited. Inverted flight is prohibited.
Child's seat and/or baggage compartment must not be occupied during aerobatics.

Maneuver	Max. Entry Speed	Maneuver	Max. Entry Speed
Chandelle	120 m.p.h. (104 knots)	Lazy eights	120 m.p.h. (104 knots)
Steep turns	110 m.p.h. (96 knots)	Spins	Slow deceleration
Barrell rolls	130 m.p.h. (113 knots)	Aileron rolls	130 m.p.h. (113 knots)
Snap rolls	90 m.p.h. (78 knots)	Immelmanns	145 m.p.h. (126 knots)
Loops	130 m.p.h. (113 knots)	Cuban eights	145 m.p.h. (126 knots)
Vertical reversements	90 m.p.h. (78 knots)	Stalls (except whip stalls)	Slow deceleration

In full view of the pilot:
Spin Recovery: opposite rudder - forward elevator - neutralize controls.
Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate:
(DAY - NIGHT - VFR - IFR)" (As Applicable)

Data Pertinent to All Models (cont'd)

NOTE 2
(cont'd)

(7) Model 150M (1976 and 1977 Model)

"This airplane is approved in the utility category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

	Maximums	
Maneuvering speed (IAS)		97 knots
Gross weight		1600 lb.
Flight load factor	Flaps Up	+4.4, -1.76
	Flaps Down	+3.5

No acrobatic maneuvers approved except those listed below

Maneuver	Max. Entry Speed	Maneuver	Max. Entry Speed
Chandelles	95 knots	Spins	Slow deceleration
Lazy eights	95 knots	Stalls (except whip stalls)	Slow deceleration
Steep turns	95 knots		

Abrupt use of controls prohibited above 97 knots.
Spin Recovery: opposite rudder - forward elevator - neutralize controls.
Intentional spins with flaps extended are prohibited. Flight into known icing conditions prohibited.
This airplane is certified for the following flight operations as of date of original airworthiness certificate:
(DAY - NIGHT - VFR - IFR)" (As applicable)

(8) A150M (1976 and 1977 Model)

"This airplane is approved in the acrobatic category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

	Maximums	
Maneuvering speed (IAS)		105 knots
Gross weight		1600 lb.
Flight load factor	Flaps Up	+6.0, -3.0
	Flaps Down	+3.5

Aerobatic maneuvers with flaps extended are prohibited. Inverted flight is prohibited.
Baggage compartment and/or child's seat must not be occupied during aerobatics.

The following aerobatic maneuvers are approved:

Maneuver	Recm. Entry Speed	Maneuver	Recm. Entry Speed
Chandelles	105 knots	Lazy eights	105 knots
Steep turns	100 knots	Spins	Slow deceleration
Barrel rolls	115 knots	Aileron rolls	115 knots
Snap rolls	80 knots	Immelmanns	130 knots
Loops	115 knots	Cuban eights	130 knots
Vertical reversements	80 knots	Stalls (except whip stalls)	Slow deceleration

Abrupt use of controls prohibited above 105 knots.
Spin Recovery: opposite rudder - forward elevator - neutralize controls.
Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:
(DAY - NIGHT - VFR - IFR)" (As Applicable)

Data Pertinent to All Models (cont'd)

NOTE 2
(cont'd)

(9) Model 152 (1978 Model)

"This airplane is approved in the utility category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

	Maximums	
Maneuvering speed (IAS)		104 knots
Gross weight		1670 lb.
Flight load factor	Flaps Up	+4.4, -1.76
	Flaps Down	+3.5

No acrobatic maneuvers approved except those listed below:

Maneuver	Recm. Entry Speed	Maneuver	Recm. Entry Speed
Chandelles	95 knots	Spins	Slow deceleration
Lazy eights	95 knots	Stalls (except whip stalls)	Slow deceleration
Steep turns	95 knots		

Abrupt use of controls prohibited above 104 knots.
Intentional spins with flaps extended are prohibited. Altitude loss in a stall recovery: 160 ft.
Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:
(DAY - NIGHT - VFR - IFR)" (As applicable)

(10) Model A152 (1978 Model and S/N A1500433)

"This airplane is approved in the acrobatic category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

	Maximums	
Maneuvering speed (IAS)		108 knots
Gross weight		1670 lb.
Flight load factor	Flaps Up	+6.0, -3.0
	Flaps Down	+3.5

Aerobatic maneuvers with flaps extended are prohibited. Inverted flight is prohibited.
Baggage compartment and/or child's seat must not be occupied during aerobatics.

The following aerobatic maneuvers are approved:

Maneuver	Recm. Entry Speed	Maneuver	Recm. Entry Speed
Chandelles	105 knots	Lazy eights	105 knots
Steep turns	100 knots	Spins	Slow deceleration
Barrel rolls	115 knots	Aileron rolls	115 knots
Snap rolls	80 knots	Immelmanns	130 knots
Loops	115 knots	Cuban eights	130 knots
Vertical reversements	80 knots	Stalls (except whip stalls)	Slow deceleration

Abrupt use of controls prohibited above 108 knots.
Altitude loss in a stall recovery: 160 ft. Flight into known icing conditions prohibited.
This airplane is certified for the following flight operations as of date of original airworthiness certificate:
(DAY - NIGHT - VFR - IFR)" (As Applicable)

Data Pertinent to All Models (cont'd)

NOTE 2
(cont'd) B. On the flap handle:

(1) Model 150, 150A, 150B, 150C

"Flaps - Pull to extend
Retracted 0°
Takeoff - 1st Notch 10°
2nd Notch 20°
3rd Notch 30°
Landing - 4th Notch 40°"

(2) Model 150D, 150E

"Flaps - Pull to extend
Takeoff - Retracted 0°
Landing - 0°-40°"

C. In the baggage compartment:

(1) Model 150, 150A, 150B, 150C
"Baggage - 80 lb. maximum."

(2) Model 150D, 150E
"Baggage - 120 lb. maximum."

(3) S/N A1500433, 15279406 through 15282031, and A15200735 through A1520808
"120 lb. maximum baggage and/or auxiliary seat passenger. For additional loading instructions see Weight and Balance Data."

D. On the instrument panel:

(1) Model 150K, A150K, 150L (1971 Model), A150L (1971 Model)
"Do not turn off alternator in flight except in emergency."

E. Near fuel shut-off valve:

(1) Model 150 through 150M (1977 Model) and A150K through A150M (1977 Model)
"Fuel 22.5 gals. ON-OFF"

(2) S/N A1500433, 15279406 through 15282031, and A15200735 through A1520808
"Fuel 24.5 gals. ON-OFF"

F. On front door posts:

(1) S/N A1500433, A15200735 through A1520808
"Emergency door release
1. Unlatch door
2. Pull 'D' ring."

G. On door near window latch:

(1) Model A150K through A150M (1975 Model)
"Do not open window above 165 m.p.h."

(2) Model A150M (1976 and 1977 Models) and A152 (1978 Model)
"Do not open window above 143 knots IAS."

H. On the instrument panel near over voltage light:

(1) Model 150L, 150M, A150L, A150M, 152 (1978 Model), A152 (1978 Model) and S/N A1500433
"High Voltage"

I. On left hand instrument panel:

(1) S/N A1500433, 15279406 through 15282031, A1520735 through A1520808
"Spin Recovery
1. Verify ailerons are neutral and throttle is closed.
2. Apply full opposite rudder.
3. Move control wheel briskly forward to break stall."

Data Pertinent to All Models (cont'd)

J. S/N 681, 15282032 and On, and A1520809 and On
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.

K. Near fuel tank filler:
(1) 150 series through S/N 15079405, A150 series through S/N A1500734, except S/N A1500433:
"FUEL
80/87 min. grade aviation gasoline
Cap. 13.0 U.S. Gal."

(2) S/N A1500433, 15279406 through 15282031, and A1520735 through A1520808:
"FUEL
100LL/100 min. grade aviation gasoline
Cap. 13.0 U.S. Gal."

NOTE 3. Reserved

NOTE 4. The markings of the airspeed indicator with IAS provides an equivalent level of safety to CAR 3.757 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

150M	Cessna P/N D1055-13	(S/N 15077006 through 15078505)
A150M	Cessna P/N D1056-13	(S/N A1500610 through A1500684)
150M	Cessna P/N D1080-13	(S/N 15078506 through 15079405)
A150M	Cessna P/N D1081-13	(S/N A1500685 through A1500734)
152	Cessna P/N D1107-13	(S/N 15279406 through 15282031)
A152	Cessna P/N D1108-13	(S/N A1500433and A1520735 through A1520808)
152	Cessna P/N D1136-13PH	(S/N 15282032 through 15283591)
A152	Cessna P/N D1137-13PH	(S/N 681, A1520809 through A1520878)
152	Cessna P/N D1170-13PH	(S/N 15283592 through 15284541)
A152	Cessna P/N D1171-13PH	(S/N A1520879 through A1520943)
152	Cessna P/N D1190-13PH	(S/N 15284542 through 15285161)
A152	Cessna P/N D1191-13PH	(S/N A1520944 through A1520983)
152	Cessna P/N D1210-13PH	(S/N 15285162 through 15285594)
A152	Cessna P/N D1211-13PH	(S/N A1520984 through A1521014)
152	Cessna P/N D1229-13PH	(S/N 15285595 through 15285833)
A152	Cessna P/N D1230-13PH	(S/N A1521015 through A1521025)
152	Cessna P/N D1249-13PH	(S/N 15285834 through 15285939)
A152	Cessna P/N D1250-13PH	(S/N A1521026 through A1521027)

NOTE 5. 14-volt electrical system
(150 series through S/N 15079405, and A150 series through S/N A1500734, except A1500433)

28-volt electrical system
(S/N 681, A1500433, 15279406 and On and A1520735 and On)

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (*) under Sections I through X of this data sheet must also be displayed by permanent markings.

NOTE 6. DELETED.

--- END ---