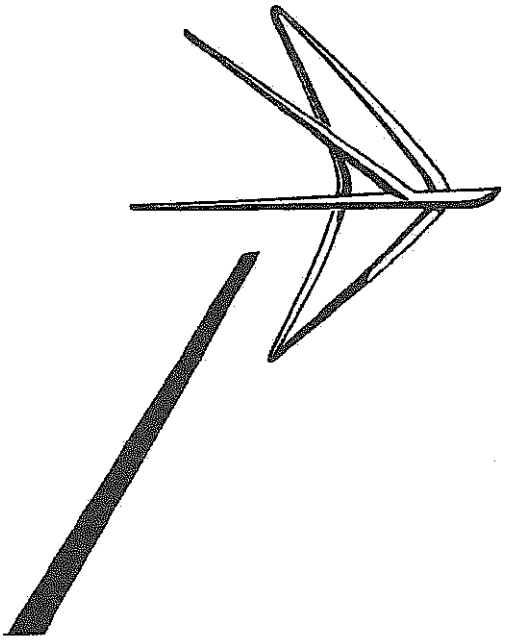
Cessna®

1963



MODEL 150C

OWNER'S MANUAL

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. 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 airplane. 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 only by your Cessna Dealer:

1. FACTORY TRAINED MECHANICS to provide you with courteous expert service.
2. FACTORY APPROVED SERVICE EQUIPMENT to provide you with the most efficient and accurate workmanship possible.
3. A STOCK OF GENUINE CESSNA SERVICE PARTS on hand when you need them.
4. 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.

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Table of Contents

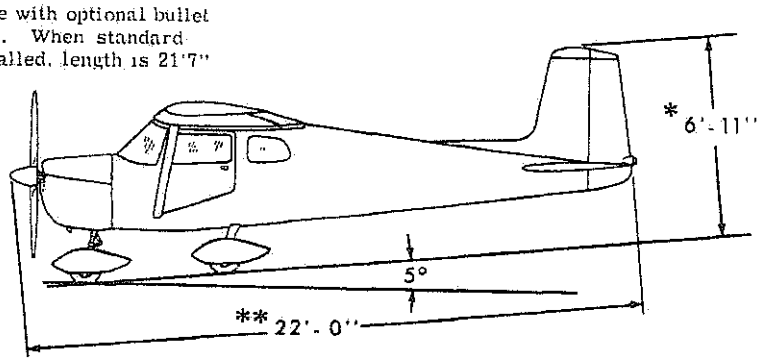
This manual describes the operation and performance of the Standard, Trainer, and Inter-City Commuter configurations of the Cessna Model 150 airplane. Equipment described as "Optional" is either furnished as additional equipment in the Trainer and Inter-City Commuter or is available as optional equipment for any of the three configurations.

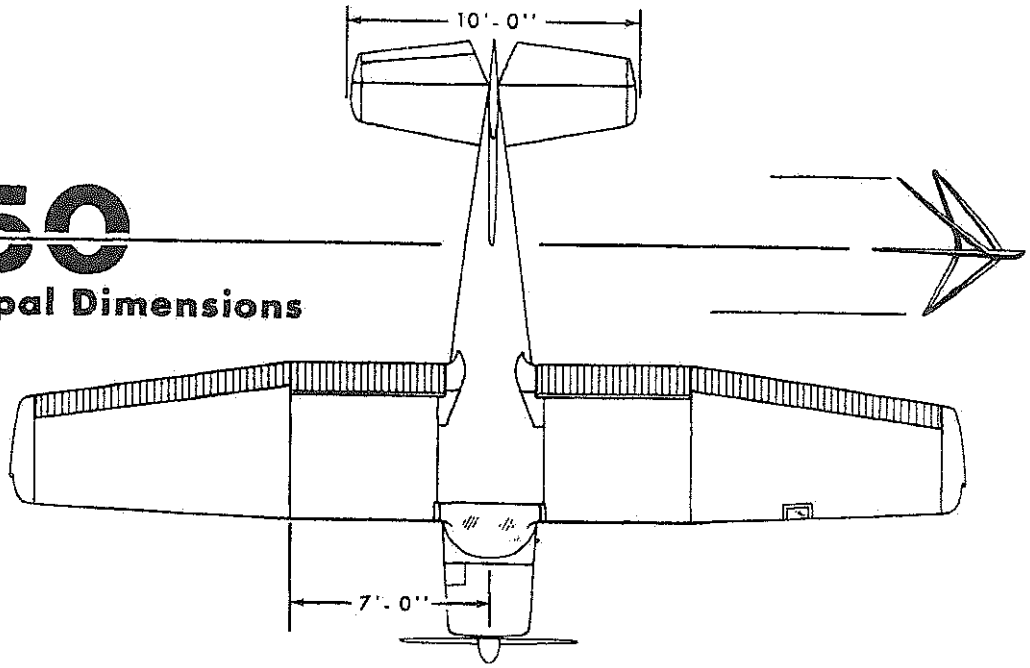
*If optional rotating beacon is installed on vertical fin, add 3" to maximum height of airplane. With the nose gear depressed and a rotating beacon installed, this dimension is 7'-10"

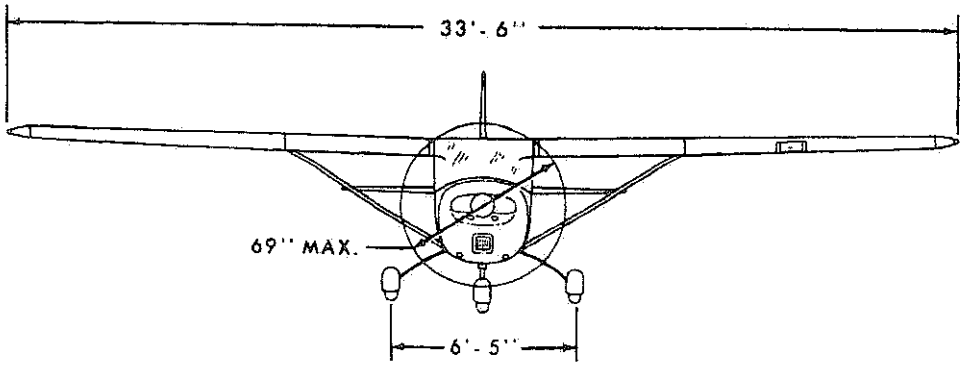
**Overall length of airplane with optional bullet shaped propeller spinner. When standard propeller spinner is installed, length is 21'7"

150

Principal Dimensions







SECTION I
Description

One of the first steps in obtaining the utmost performance, service, and flying enjoyment from your Cessna is to familiarize yourself with your airplane's equipment, systems, and controls. This can best be done by reviewing this equipment while sitting in the airplane. Those items whose function and operation are not obvious are covered herein.

ENGINE CONTROLS.

THROTTLE.

The throttle, largest of the engine controls, is a push-pull type control. Engine speed is increased by pushing the throttle in or decreased by pulling it out.

NOTE

To prevent the throttle from creeping, tighten the knurled friction-type locknut on the control. Turning the nut clockwise increases friction on the throttle; turning it counterclockwise decreases friction.

MIXTURE CONTROL KNOB.

The mixture control incorporates a locking lever to prevent unintentional use of the mixture control knob. To lean the mixture, it is necessary to depress the locking lever while pulling the mixture control knob out. This operation can be accomplished with one hand by using the thumb to press the locking lever in and the index and middle fingers to pull the knob out. The locking lever is effective only in the leaning operation. Forward movement of the mixture control knob is not affected by the locking lever.

CARBURETOR AIR HEAT KNOB.

The carburetor air heat knob proportions the hot and cold air entering the carburetor. Pulling the knob out provides heated air for the carburetor while pushing the knob all the way in provides only cold air for the carburetor.

STARTER HANDLE.

Pulling out on the "T" shaped starter handle engages the engine starter. It is spring-loaded to return to the disengaged position.

NOTE

Do not pull out on starter handle when the propeller is turning. Engaging the starter with the engine

rotating may damage the starter drive.

FUEL SYSTEM.

Fuel is supplied to the engine from two 13 gallon wing tanks. From these tanks, fuel flows by means of gravity through a fuel shutoff valve and fuel strainer to the carburetor. The total usable fuel in all flight conditions is 22.5 gallons.

Refer to the servicing diagram (figure 5-1) for the recommended fuel grade, and fuel tank, strainer, and line draining procedure.

FUEL SHUT-OFF VALVE.

The fuel shutoff valve is located on the cabin floor just forward of the seats and is safetied in the "ON" position. The "ON" position provides fuel flow from both tanks simultaneously.

NOTE

When emergency operation of the valve is required, a sharp twist of the valve handle toward the "OFF" position will break the safety wire. The "OFF" position seals both tanks off from the rest of the fuel system.

FUEL QUANTITY INDICATORS.

Two electrically-operated magnetic type fuel quantity indicators are provided, each working in conjunction with an electric fuel level trans-

FUEL QUANTITY DATA (U.S. GALLONS)

TANKS	USABLE FUEL ALL FLIGHT CONDITIONS	UNUSABLE FUEL	TOTAL FUEL VOLUME
TWO WING (13 GAL. EACH)	22.5	3.5	26
TWO PATROLLER WING (19 GAL. EACH)	35.0	3.0	38.0

Figure 1-1.

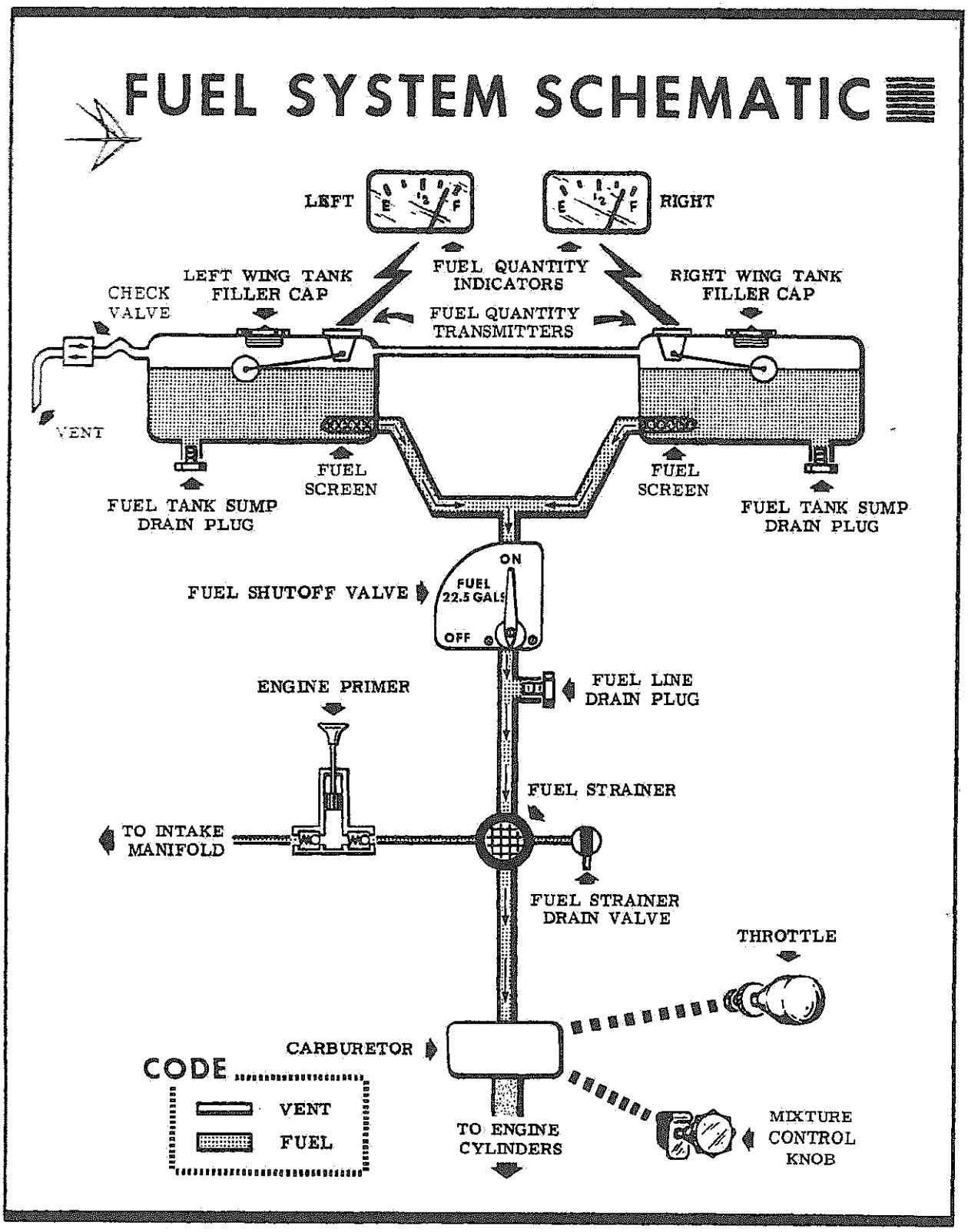

FUEL SYSTEM SCHEMATIC
LEFT
RIGHT
E
F
FUEL QUANTITY INDICATORS
FUEL QUANTITY TRANSMITTERS
LEFT WING TANK FILLER CAP
RIGHT WING TANK FILLER CAP
CHECK VALVE
VENT
FUEL TANK SUMP DRAIN PLUG
FUEL SCREEN
FUEL SCREEN
FUEL TANK SUMP DRAIN PLUG
FUEL SHUTOFF VALVE
ON
FUEL 22.5 GALS
OFF
ENGINE PRIMER
FUEL LINE DRAIN PLUG
FUEL STRAINER
TO INTAKE MANIFOLD
FUEL STRAINER DRAIN VALVE
THROTTLE
CARBURETOR
CODE
VENT
FUEL
TO ENGINE CYLINDERS
MIXTURE CONTROL KNOB

Figure 1-2.

mitter in its respective fuel tank. Turned on by the master switch, the indicators continue to function until the master switch is turned off.

ELECTRICAL SYSTEM.

Electrical energy is supplied by a 12-volt, direct-current system (figure 1-3) powered by an engine-driven 20-amp generator (35-amp generator optional). The 12-volt storage battery is located just aft of the baggage compartment, and is accessible by unsnapping the rear baggage compartment curtain. Refer to the servicing diagram (figure 5-1) for information on servicing the battery.

GENERATOR WARNING LIGHT.

A red generator warning light labeled "GEN," gives an indication of generator output. It will remain off at all times when the generator is functioning properly. The light will not show drainage on the battery. It will illuminate when the battery or external power is turned on prior to starting the engine, and when there is insufficient engine RPM to produce generator current. Also, it will illuminate if the generator becomes defective.

FUSES.

Fuses (figure 1-3) protect the electrical circuits in your airplane. The circuits controlled by each fuse are indicated above each fuse retainer. Fuse capacity is indicated on each fuse retainer cap. Fuses are removed by pressing the fuse retainers inward and rotating them counterclockwise until they disengage. The faulty fuse may then be lifted out and replaced. Spare fuses are held in a clip on the inside of the map compartment door.

The fuel quantity indicators, stall warning transmitter and warning horn system, and optional turn-and-bank indicator circuits are protected by an automatically-reset circuit breaker which provides intermittent emergency operation of these devices in case of a faulty circuit. The optional rotating beacon system and optional pitot and stall warning heater systems are protected by separate circuit breaker switches on the instrument panel.

LANDING LIGHTS.

A three-position, push-pull type switch controls the optional landing lights mounted in the leading edge of the left wing. To turn one lamp on for taxiing, pull the switch out to the first stop. To turn both lamps on for landing, pull the switch out to the second stop.

STALL WARNING INDICATOR.

The stall warning indicator is an electric horn, controlled by a transmitter unit in the leading edge of the left wing. This system is in operation whenever the master switch is turned on. The transmitter responds to changes in the airflow over the leading edge of the wing as a stall is approached. In straight-ahead and turning flight, the warning horn will sound 5 to 10 MPH ahead of the stall.

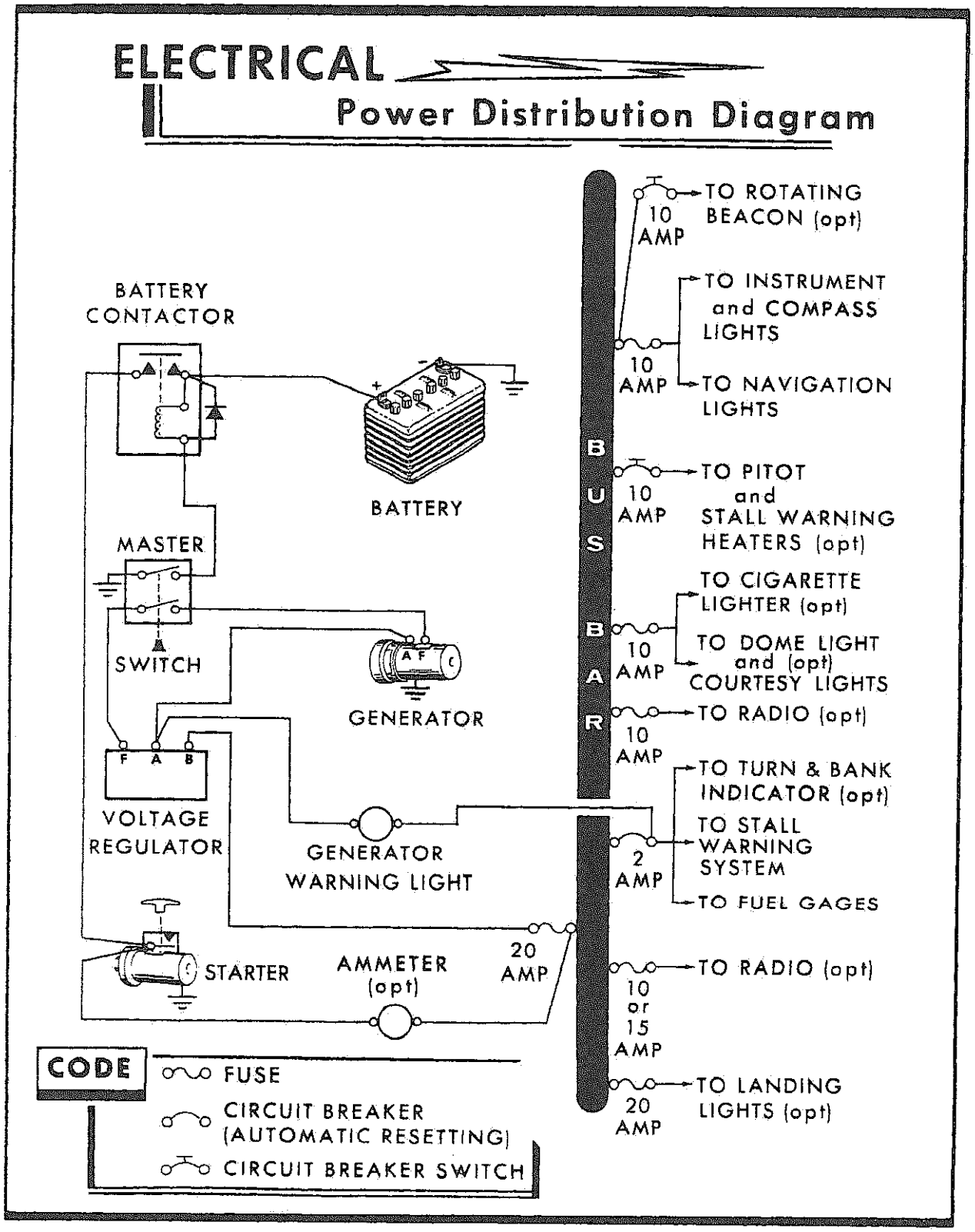

ELECTRICAL
Power Distribution Diagram
BATTERY CONTACTOR
BATTERY
MASTER SWITCH
GENERATOR
VOLTAGE REGULATOR
GENERATOR WARNING LIGHT
STARTER
AMMETER (opt)
20 AMP
BUS BAR
10 AMP
TO ROTATING BEACON (opt)
TO INSTRUMENT and COMPASS LIGHTS
TO NAVIGATION LIGHTS
TO PITOT and STALL WARNING HEATERS (opt)
TO CIGARETTE LIGHTER (opt)
TO DOME LIGHT and (opt) COURTESY LIGHTS
TO RADIO (opt)
TO TURN & BANK INDICATOR (opt)
TO STALL WARNING SYSTEM
TO FUEL GAGES
2 AMP
TO RADIO (opt)
10 or 15 AMP
TO LANDING LIGHTS (opt)
20 AMP
CODE
FUSE
CIRCUIT BREAKER (AUTOMATIC RESETTING)
CIRCUIT BREAKER SWITCH

Figure 1-3.

Under safe flight conditions, the only time you may hear the warning horn will be a short beep as you land.

CABIN HEATING AND VENTILATING SYSTEM.

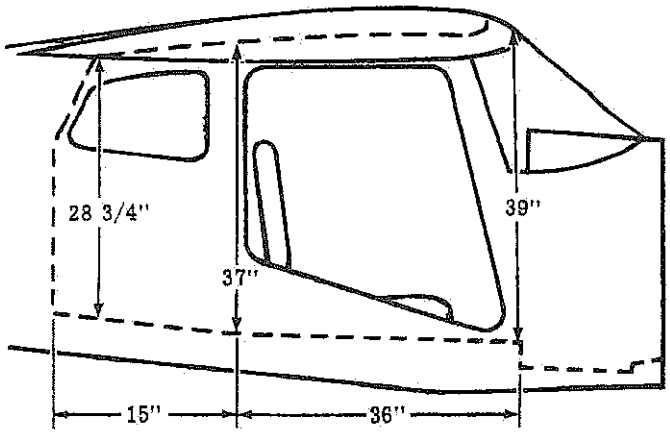
Cabin heat is provided by a manifold-type heater. The cabin heat knob controls the amount of heated fresh air entering the cabin. When the knob is pulled full out, maximum heat is provided. No heat is provided when the knob is in. Intermediate positions of the knob may be selected as desired.

Ventilation for the cabin, excluding the ventilation obtained through the cabin heat system, is provided by manually-adjusted cabin ventilators in the upper corners of the windshield. To provide a flow of fresh air, pull the ventilator tube out. The amount of air entering the cabin can be regulated by varying the distance the ventilator tube is extended. To change the direction of airflow, rotate the ventilator tube to the position desired. To stop the flow of air, push the ventilator tube all the way in.

BRAKE SYSTEM.

The hydraulic brakes on the main wheels are conventionally operated by applying toe pressure to either the pilot's or copilot's rudder pedals. To set the parking brake, apply toe pressure to the pedals, pull out on the parking brake knob, then release toe pressure. To release the parking brake, push the knob in, then apply and release toe pressure.

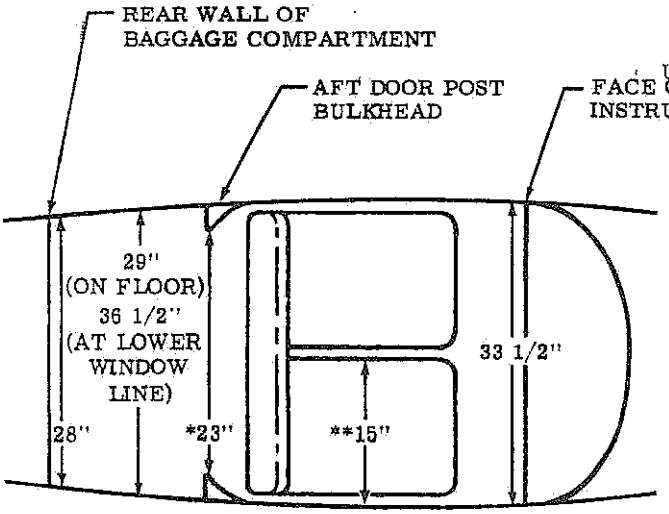
INTERNAL CABIN DIMENSIONS



CABIN HEIGHT MEASUREMENTS

NOTE

Measurements are with utility shelf or optional child's seat removed, giving maximum usable areas and reducing empty weight.



FLOOR WIDTH MEASUREMENTS

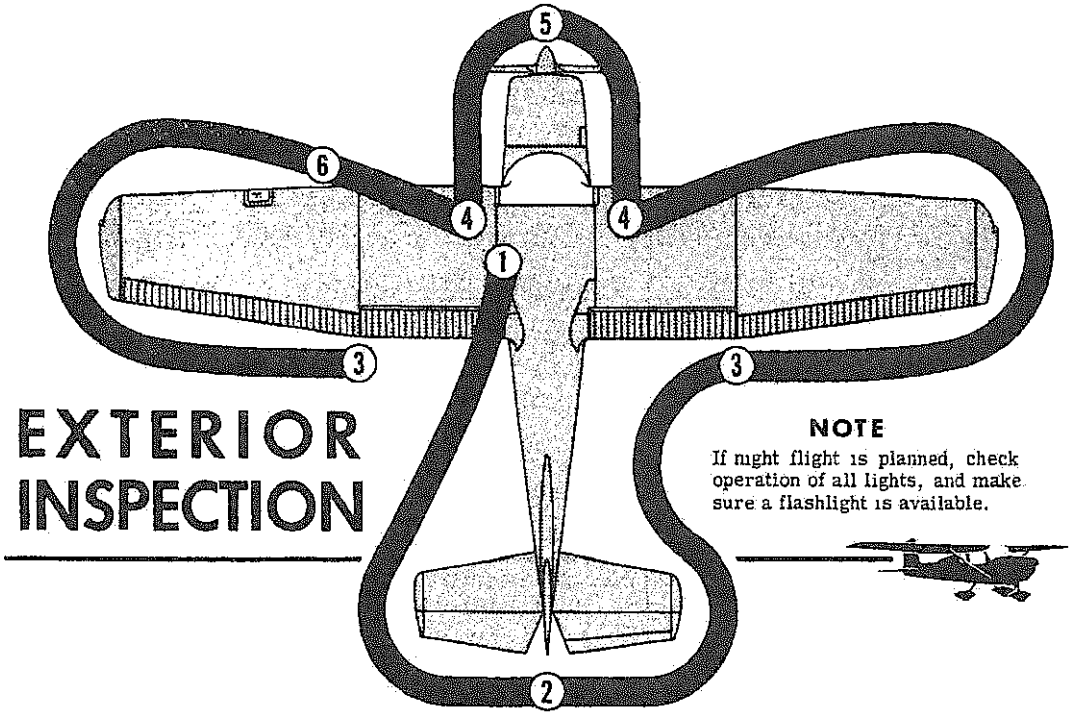
*Cabin floor width as measured between inner edges of bulkheads. Additional floor space is available in areas between these points and the fuselage sidewalls.

**This space available when the airplane is equipped with individual seats (optional) and the right seat is removed.

DOOR OPENING DIMENSIONS

WIDTH (TOP)	WIDTH (BOTTOM)	HEIGHT (FRONT)	HEIGHT (REAR)
27"	31"	31¾"	24½"

Figure 1-4.



EXTERIOR INSPECTION

NOTE

If night flight is planned, check operation of all lights, and make sure a flashlight is available.

(1) (a) Remove control wheel lock if installed.
(b) Turn on master switch and check fuel quantity indicators.
(c) With master switch "ON," check operation of stall warning transmitter tab and warning horn.
(d) Make sure master and ignition switches are "OFF," check fuel shutoff valve safetied in "ON" position.
(e) Adjust seat for comfort and distance to rudder pedals.

(2) (a) Remove rudder lock, if installed.
(b) Inspect tail surface hinges and hinge bolts.
(c) Apply moderate force to each elevator, in opposite directions, checking for looseness at the attachment of the elevators to the torque tube adapter.
(d) Check elevator trim tab for security.
(e) Disconnect tie-down rope or chain.

(3) (a) Remove aileron lock, if installed.
(b) Check aileron and flap hinges.
(c) Check navigation light and optional courtesy light for damage.

(4) (a) Check main wheel tire for cuts, bruises, and proper inflation.
(b) Inspect airspeed static source hole on side of fuselage for stoppage. (left side only).
(c) Remove fuel tank cap and check fuel level for agreement with gage reading. Secure cap.
(d) Disconnect tie-down rope or chain from tie-down ring on wing strut.

(5) (a) Check windshield for cleanliness.
(b) Check oil level. Do not operate with less than 4 quarts. Fill for extended flight.
(c) Inspect cowl access door for security.
(d) Check propeller and spinner for nicks and security.
(e) Check carburetor air filter for restrictions by dust or other foreign matter.
(f) On first flight of day and after each refueling, drain a two-ounce quantity of fuel from the fuel strainer to check for presence of water and sediment.
(g) Check nosewheel strut for proper inflation.
(h) Check nosewheel tire for cuts, bruises, and proper inflation.
(i) Disconnect tie-down rope.

(6) (a) Remove pitot tube cover if installed.
(b) Inspect pitot tube opening for stoppage.
(c) Check fuel tank vent opening for stoppage.

Figure 2-1.

SECTION II

Operating Check List

This section lists, in Pilot's Check List form, the steps necessary to operate your Cessna 150 efficiently and safely. The section is intentionally brief and is designed as a "quick reference" source of operating procedures. More detailed information on operating characteristics and techniques may be found in Section III; operational limitations are in Section IV.

All airspeeds mentioned in Sections II and III are indicated airspeeds. Corresponding true indicated airspeeds may be obtained from the airspeed correction table in Section VI.

BEFORE ENTERING THE AIRPLANE.

(1) Perform an exterior inspection of the airplane (see figure 2-1).

BEFORE STARTING THE ENGINE.

(1) Seats and Seat Belts — Adjust and lock.
(2) Flight Controls — Check.
(3) Brakes — Test and set.
(4) Master Switch — "ON."
(5) Trim Tab — Set.
(6) Fuel Selector — "ON."

STARTING THE ENGINE.

(1) Carburetor Heat — Cold.
(2) Mixture — Rich.
(3) Primer — As required.
(4) Propeller Area. — Check clear.
(5) Ignition Switch — "BOTH."
(6) Throttle — Open 1/4-inch.
(7) Starter Handle — Pull.

BEFORE TAKE-OFF.

(1) Altimeter — Set.

(2) Throttle Setting – 1700 RPM.
(3) Engine Instruments – Within green arc.
(4) Generator – Light out.
(5) Magnetos – Check (75 RPM maximum differential between magnetos).
(6) Carburetor Heat – Check operation.
(7) Flight Controls – Recheck.
(8) Trim Tab – Recheck.
(9) Cabin Doors – Latched.
(10) Flight Instruments and Radios – Set.

TAKE-OFF.

NORMAL TAKE-OFF.

(1) Flaps – Up.
(2) Carburetor Heat – Cold.
(3) Throttle – Full "OPEN."
(4) Elevator Control – Lift nose wheel at 50 MPH.
(5) Climb Speed – 71 MPH until all obstacles are cleared, then set up climb speed as shown in "NORMAL CLIMB" paragraph.

MAXIMUM PERFORMANCE TAKE-OFF.

(1) Flaps – Up.
(2) Brakes – Hold.
(3) Throttle – Full "OPEN."
(4) Brakes – Release.
(5) Elevator Control – Slightly tail low.
(6) Climb Speed – 51 MPH until all obstacles are cleared, then set up climb speed as shown in "MAXIMUM PERFORMANCE CLIMB".

CLIMB.

NORMAL CLIMB.

(1) Air Speed – 75 to 80 MPH.
(2) Power – Full throttle.
(3) Mixture – Rich (unless engine is rough due to rich mixture).

MAXIMUM PERFORMANCE CLIMB.

(1) Air Speed – 71 MPH.
(2) Power – Full throttle.
(3) Mixture – Rich (unless engine is rough due to rich mixture).

CRUISING.

(1) Recommended Cruising RPM – 2000 to 2750 RPM (see page 4-3).
(2) Elevator Trim – Adjust.
(3) Mixture – Lean to maximum RPM.

BEFORE LANDING.

(1) Mixture – Rich.
(2) Carburetor Heat – Apply full heat before closing throttle.
(3) Airspeed – 65 to 75 MPH.
(4) Flaps – As desired below 85 MPH.
(5) Airspeed – 60 to 70 MPH (flaps extended).
(6) Elevator Trim – Adjust.

NORMAL LANDING.

(1) Touch Down – Main wheels first.
(2) Landing Roll – Lower nose wheel gently.
(3) Braking – Minimum required.

AFTER LANDING.

(1) Wing Flaps – Up.
(2) Mixture – Idle cut-off.
(3) Ignition Switch – "OFF."
(4) Master Switch – Off.
(5) Parking Brake – Set.

Notes

SECTION III

Operating Details

The following paragraphs cover in somewhat greater detail the items entered as a Check List in Section II. Only those items on the Check List that required further explanation will be found in this section; those which are self-explanatory have been omitted.

PRE-FLIGHT CHECK.

The exterior inspection described in Section II is recommended for the first flight of the day. Inspection procedures for subsequent flights normally are limited to brief checks of the tail surface hinges, fuel and oil quantity, and security of fuel and oil filler caps. If the airplane has been subjected to long-term storage, recent major maintenance, or operation from marginal airports, a more extensive exterior inspection is recommended.

After major maintenance has been performed, the flight and trim tab controls should be double-checked, for free and correct movement.

The security of all inspection plates on the airplane should be checked following periodic inspections. If the airplane has been waxed and polished it is a good practice to check the external static pressure source hole for stoppage.

If the airplane has been exposed to much ground handling in a crowded hanger, it should be checked for dents and scratches on wings, fuselage, and tail surfaces, as well as damage to navigation and landing lights, and radio antennas. Outside storage for long periods may result in water and obstructions in the airspeed system lines, condensation in fuel tanks, and dust and dirt on the intake air filter and engine cooling fins.

Operation from a gravel or cinder field will require extra attention to propeller tips and abrasion on leading edges of the horizontal tail.

Airplanes that are operated from rough fields, especially at high altitudes are subjected to abnormal landing gear abuse. A frequent check of all components of the landing gear shock strut, tires, and brake condition is important.

If night flying is anticipated, all exterior and interior lights should be checked for proper illumination. Cold weather flights involve a careful check of other specific areas that will be discussed in a separate paragraph.

STARTING ENGINE.

Ordinarily the engine starts easily with one or two strokes of primer

in warm temperatures to six strokes in cold weather, with the throttle open approximately 1/4 inch. In extremely cold temperatures, it may be necessary to continue priming while cranking. Weak intermittent explosions followed by puffs of black smoke from the exhaust stack indicates overpriming or flooding. Excess fuel can be cleaned from the combustion chambers by the following procedure: set the mixture control in full lean position, throttle full open, ignition switch OFF, and crank the engine through several revolutions with the starter. Repeat the starting procedure without any additional priming. If the engine is underprimed (most likely in cold weather with a cold engine) it will not fire at all, and additional priming will be necessary. As soon as the cylinders begin to fire, open the throttle slightly to keep it running. After starting, if the oil gage does not begin to show pressure within 30 seconds in the summertime and about twice that long in very cold weather, stop engine and investigate. Lack of oil pressure can cause serious engine damage. After starting, avoid the use of carburetor heat unless icing conditions prevail.

TAXIING.

Release the parking brake before taxiing and use the minimum amount of power necessary to start the airplane moving. During taxi, and especially when taxiing downwind, the RPM should be held down to prevent excessive taxi speeds. Taxiing should be done at a speed slow enough to make the use of brakes almost entirely unnecessary. Using the brakes as sparingly as possible will prevent undue wear and strain on the tires, brakes, and landing gear. Normal steering is accomplished by applying pressure to the rudder pedal in the direction the airplane is to be turned. For smaller radius turns, at slow speed, the brakes may be used on the inside wheel. At slow taxi speed, this airplane may be pivoted about the outboard strut fitting without sliding the tires. When taxiing in crosswinds it is important that speed and use of brakes be held to a minimum and that all controls be utilized (see taxiing diagram on page 3-3) to maintain directional control and balance.

NOTE

Caution should be used when taxiing over rough fields to avoid excessive loads on the nosewheel. Rough use of brakes and power also add to nosewheel load. A good rule of thumb: "Use minimum speed, power, and brakes."

Taxiing over loose gravel or cinders should be done at low engine speed to avoid abrasion and stone damage to the propeller tips. Full throttle run-ups over loose gravel are especially harmful to propeller tips. When take-offs must be made over a gravel surface, it is very important that the throttle be advanced slowly. This allows the airplane to start rolling before high RPM is developed, and the gravel will be blown back of the propeller rather than pulled into

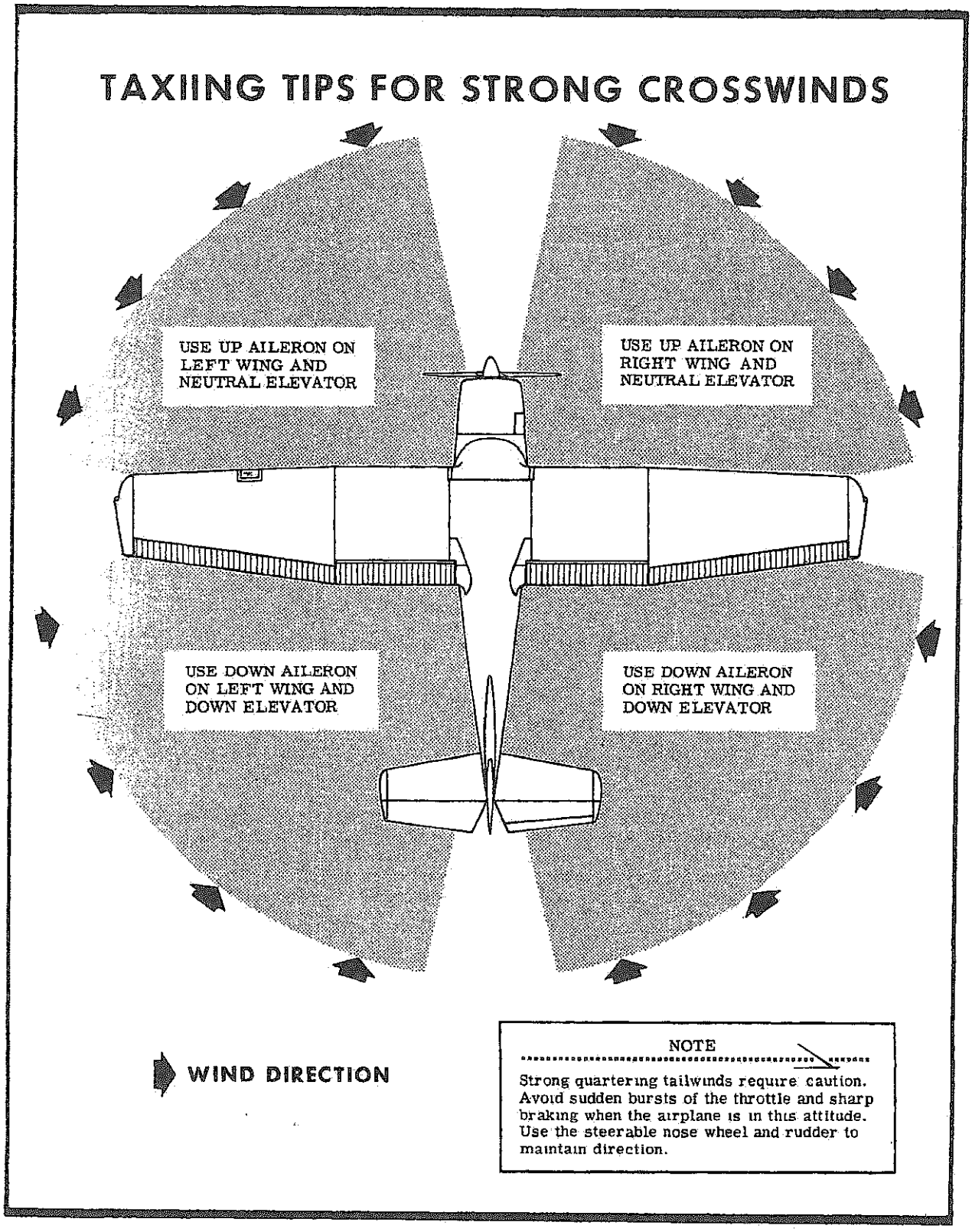

TAXIING TIPS FOR STRONG CROSSWINDS
USE UP AILERON ON LEFT WING AND NEUTRAL ELEVATOR
USE UP AILERON ON RIGHT WING AND NEUTRAL ELEVATOR
USE DOWN AILERON ON LEFT WING AND DOWN ELEVATOR
USE DOWN AILERON ON RIGHT WING AND DOWN ELEVATOR
WIND DIRECTION
NOTE
Strong quartering tailwinds require caution. Avoid sudden bursts of the throttle and sharp braking when the airplane is in this attitude. Use the steerable nose wheel and rudder to maintain direction.

Figure 3-1.

it. When unavoidable small dents appear in the propeller blade, they should be immediately corrected as described in Section V.

BEFORE TAKE-OFF.

Most of the warm up will have been conducted during taxi, and additional warm up before take-off should be restricted to the checks outlined in Section II. Since the engine is closely cowled for efficient in-flight cooling, precautions should be taken to avoid overheating on the ground. Full throttle checks on the ground are not recommended unless the pilot has good reason to suspect that the engine is not turning up properly. If a full throttle run-up is necessary the engine should run smoothly and turn 2375 to 2475 RPM with carburetor heat off. Engine run-ups should not be performed over loose gravel or cinders because of possible stone damage or abrasion to propeller tips.

An operational check of the magneto ignition system is important before take-off. An RPM drop on single ignition is a natural characteristic of dual ignition design in modern engines. The purpose of the magneto check is to determine that all cylinders are firing. If all cylinders are not firing, the engine will run extremely rough and cause for investigation will be quite apparent. The amount of RPM drop is not necessarily significant and will be influenced by ambient air temperature, humidity, airport altitude, and other factors. An absence of RPM drop may be an indication of faulty grounding of one side of the ignition system or should be cause for suspicion that the magneto timing has been "bumped-up" and is set in advance of the setting specified. Magneto checks should be performed on a comparative basis between individual right and left magneto performance.

The magneto check should be made at 1700 RPM as follows: Move the ignition switch first to "R" position and note RPM. Then move switch back to "BOTH" position to clear the other set of plugs. Then move switch to "L" position and note RPM. The difference between the two magnetos operated singularly should not be more than 75 RPM. If there is a doubt concerning the operation of the ignition system, RPM checks at a higher engine speed will usually confirm whether a deficiency exists.

The engine should be checked for smooth idling at approximately 500 RPM, although prolonged idling is done above 600 RPM for better engine lubrication.

If instrument or night flights are contemplated, a careful check should be made of vacuum pump operation. A suction of 4.5 inches of mercury is considered desirable for gyro instruments. However, a range of 3.75 to 5.0 inches of mercury is considered acceptable. The condition of the generator is also important since satisfactory operation of all radio equipment and electrical instruments is essential to instrument flight. The generator is checked by noting that the warning light is out with engine speed above 1000 RPM.

A simple last-minute recheck of important items should include a

glance to see that the mixture and carburetor heat knobs are full in, all flight controls have free and correct movement, and the fuel selector is "ON."

TAKE-OFF.

Since the use of full throttle is not recommended in the static run-up, it is important to check full-throttle engine operation early in the take-off run. Any signs of rough engine operation or sluggish engine acceleration is good cause for discontinuing the take-off. If this occurs, you are justified in making a thorough full-throttle static run-up before another take-off is attempted.

Normal and obstacle clearance take-offs are performed with flaps up. The use of 10° flaps will shorten the ground run approximately 10%, but this advantage is lost in the climb to a 50-foot obstacle. Therefore the use of 10° flap is reserved for minimum ground runs or for take-off from soft or rough fields with no obstacles ahead.

If 10° of flaps are used in ground runs, it is preferable to leave them extended rather than retract them in the climb to the obstacle. The exception to this rule would be in a high altitude take-off in hot weather where climb would be marginal with flaps 10° (1st notch).

Flap deflections of 30° (3rd notch) and 40° (4th notch) are not recommended at any time for take-off.

Consult the take-off chart (figure 6-2) for take-off distances under various gross weight, altitude, and headwind conditions.

Take-offs into strong crosswinds normally are performed with the minimum flap setting necessary for the field length, to minimize the drift angle immediately after take-off. The airplane is accelerated to a speed slightly higher than normal, then pulled off abruptly to prevent possible settling back to the runway while drifting. When clear of the ground, make a coordinated turn into the wind to correct for drift.

CLIMB.

For detailed data, see the Climb Performance Chart in Section VI. Normal climbs are conducted at 75 to 80 MPH with flaps up and full throttle for best engine cooling. The mixture should be full rich unless the engine is rough due to too rich a mixture. The best rate-of-climb speeds range from 71 MPH at sea level to 67 MPH at 10,000 feet. If an obstruction dictates the use of a steep climb angle, the best angle-of-climb speed should be used with flaps up and full throttle. These speeds vary from 51 MPH at sea level to 58 MPH at 10,000 feet.

NOTE

Steep climbs at these low speeds should be of short duration to allow improved engine cooling.

CRUISE.

Normal cruising is done at 65% to 75% power. Cruising power of approximately 75% is obtained with 2500 RPM at sea level, 2650 RPM

at 5000 feet, and 2750 RPM at 10,000 feet. These RPM's require progressively higher throttle openings as altitude is increased until, at 7500 feet, full throttle is reached and results in 75% power.

Cruising can be done most efficiently at high altitude because of lower airplane drag due to lower air density. This is illustrated in the following table for 70% power:

Altitude	RPM	True Airspeed
Sea Level	2470	113
5000 feet	2590	118
9000 feet	Full Throttle	123

For detailed cruise performance, refer to the Cruise Performance Chart in Section VI. It should be noted that greater range can be obtained from lower power settings. Therefore if a destination is slightly out of reach in one flight at normal cruise speed it may save time and money to make the trip non-stop at a lower speed. Range and endurance figures in Section VI are given for lean mixture from 2500 feet to 12,500 feet. All figures, are based on zero wind, 22.5 or 35 gallons of fuel for cruise (depending on tanks installed), 1500 pounds gross weight, McCauley 1A100/MCM 6950 propeller and standard atmospheric conditions. At any altitude, the mixture should be leaned by pulling the knob out until maximum RPM is obtained with fixed throttle, and then the control is pushed in toward "full rich" until RPM starts to decrease. The mixture should be readjusted for each change in power, altitude, or carburetor heat.

Allowances for fuel reserve, headwinds, take-off and climb, and variations in mixture leaning technique should be made and are in addition to those shown on the charts. Other indeterminate variables such as carburetor metering characteristics, engine and propeller condition, and turbulence of the atmosphere may account for variations of 10% or more in maximum range.

STALLS.

The stalling speeds are shown in Section VI for forward c.g., normal category, full gross weight conditions. They are presented as true indicated airspeed because indicated airspeeds are inaccurate near the stall. Other loadings result in slower stalling speeds. The horn stall warning indicator produces a steady signal 5 to 10 MPH before the actual stall is reached and remains on until the airplane flight attitude is changed. Fast landings will not produce a signal.

The stall characteristics are conventional for the flaps up and flaps down condition. Slight elevator buffeting may occur just before the stall with flaps down.

LANDING.

Normal landings are made power off with any flap setting. Approach glides are normally made at 65 to 75 MPH with flaps up, or 60 to 70 with

flaps down, depending upon the turbulence of the air.

Landings are usually made on the main landing wheels to reduce the landing speed and the subsequent need for braking in the landing roll. The nosewheel is lowered gently to the runway after the speed is diminished to avoid unnecessary nose gear strain. This procedure is especially important in rough field landings.

Excessive braking in the landing roll is not recommended because of the probability of skidding the main wheels with the resulting loss of braking effectiveness and damage to the tires.

For a short field landing, make a power off approach at 59 MPH with flaps 40° (fourth notch) and land on the main wheels first. Immediately after touchdown, lower the nose gear to the ground and apply heavy breaking as required. Raising the flaps after landing will provide more efficient braking.

When landing in a strong crosswind, use the minimum flap setting required for the field length. Use a wing low, crab, or a combination method of drift correction and land in a nearly level attitude. Hold a straight course with the steerable nosewheel and occasional braking if necessary.

COLD WEATHER OPERATION.

Prior to starting on cold mornings, it is advisable to pull the propeller through several times by hand to "break loose" or "limber" the oil, thus conserving battery energy. In extremely cold (-20°F) weather the use of an external pre-heater is recommended whenever possible to reduce wear and abuse to the engine and the electrical system. Cold weather starting procedures are as follows:

(1) Clear propeller.
(2) Turn master switch "ON."
(3) With magneto switch "OFF" and throttle closed, prime the engine four to ten strokes as the engine is being turned over.
(4) Turn magneto switch to "BOTH."
(5) Open throttle 1/4" (to idle position) and engage starter to start engine.

NOTE

In extremely cold weather a few strokes of the primer as the engine fires will enable the engine to keep running. (Avoid overpriming.) After priming, push primer all the way in and turn to locked position to avoid possibility of engine drawing fuel through the primer. Do not attempt a second start until engine has come to a complete stop from the first attempt. Failure to do this may result in damage to the starting gear.

During cold weather operations, no indication will be apparent on the oil temperature gage prior to takeoff if outside air temperatures are very cold. After a suitable warm-up period (2 to 5 minutes at 1000 RPM), accelerate the engine several times to higher engine RPM. If the engine accelerates smoothly and the oil pressure remains normal and

steady, the airplane is ready for take-off.

When operating in sub-zero temperature, avoid using partial carburetor heat. Partial heat may increase the carburetor air temperature to the 32° to 80°F range, where icing is critical under certain atmospheric conditions.

For operation at temperatures consistently below freezing, a winterization kit is available at your Cessna Dealer for a nominal charge.

SECTION IV

Operating Limitations

OPERATIONS AUTHORIZED.

Your Cessna 150, with standard equipment as certified under FAA Type Certificate No. 3A19, is approved for day and night operation under VFR.

Additional optional equipment is available to increase its utility and to make it authorized under IFR day and night.

Your airplane must be operated in accordance with all FAA approved markings, placards and check lists in the airplane. If there is any information in this section which contradicts the FAA approved markings, placards and check lists, it is to be disregarded.

MANEUVERS-UTILITY CATEGORY.

This airplane is not designed for purely aerobatic flight. However, in the acquisition of various certificates such as commercial pilot, instrument pilot and flight instructor, certain maneuvers are required by the FAA. All of these maneuvers are permitted in the Cessna 150. In connection with the foregoing, the following gross weights and flight load factors apply, with recommended entry speeds for maneuvers as shown.

Maximum Design Weight. . . . . 1500 lbs.
Flight Maneuvering Load Factor, *Flaps Up. . . . . +4.4 -1.76
Flight Maneuvering Load Factor, *Flaps Down . . . . +3.5

*The design load factors are 150% of the above and in all cases the structure meets or exceeds design loads.

No acrobatic maneuvers are approved except those listed below:

MANEUVER	RECOMMENDED ENTRY SPEED
Chandelles.	106 MPH (92 Knots)
Lazy Eights	106 MPH (92 Knots)
Steep Turns	106 MPH (92 Knots)
Spins	Use Slow Deceleration
Stalls	Use Slow Deceleration

Spins with flaps down are prohibited due to the fact that recovery cannot be made without exceeding flap design speeds. Acrobatics that may impose high inverted loads should not be attempted. The important thing to bear in mind in flight maneuvers is that the Cessna 150 is clean in aerodynamic design and will build up speed quickly with the nose down. Proper speed control is an essential requirement for execution of any maneuver, and care should always be exercised to avoid excessive speed which in turn can impose excessive loads. In the execution of all maneuvers, avoid abrupt use of controls.

AIRSPEED LIMITATIONS.

The following are the certificated true indicated airspeed limits for the Cessna 150:

Maximum (Glide or dive, smooth air)	157 MPH (red line)
Caution Range	120-157 MPH (yellow arc)
Normal Range	54-120 MPH (green arc)
Flap Operating Range	50-85 MPH (white arc)
Maneuvering Speed*	106 MPH

*The maximum speed at which you can use abrupt control travel without exceeding the design load factor.

ENGINE OPERATION LIMITATIONS.

Power and Speed	100 BHP at 2750 RPM

ENGINE INSTRUMENT MARKINGS.

OIL TEMPERATURE GAGE.

Normal Operating Range	Green Arc
Maximum Allowable	Red Line

OIL PRESSURE GAGE.

Minimum Idling	10 PSI (red line)
Normal Operating Range	30-60 PSI (green arc)
Maximum	100 PSI (red line)

FUEL QUANTITY INDICATORS.

Empty (1.75 gallons unusable each tank)	E (red line)

TACHOMETER.

Normal Operating Range:

At sea level	2000-2500 (inner green arc)
At 5000 feet	2000-2650 (middle green arc)
At 10,000 feet	2000-2750 (outer green arc)
Maximum Allowable	2750 (red line)

WEIGHT AND BALANCE.

The information presented in this section will enable you to operate your 150 within the prescribed weight and center of gravity limitations.

In figuring your loading problems be certain that you use the Licensed Empty Weight of your particular airplane as shown on its Weight and Balance Data sheet. This sheet, plus an Equipment List, is included with each airplane as it leaves the factory. The FAA requires that any change in the original equipment affecting the empty Weight Center of Gravity be recorded on a Repair and Alteration Form FAA-337.

READ BEFORE WORKING LOADING PROBLEM FOR YOUR AIRPLANE.

To figure the weight for your airplane in the same manner as the sample problem on page 4-4, proceed as follows:

Step 1. Take the licensed Empty Weight and Moment/1000 from the Weight and Balance Data sheet carried in your airplane and write them down in two columns in the manner shown in the sample problem. These figures are non-variables and, unless your airplane or equipment is modified, these figures may be used every time you figure your weight and balance.

Step 2. Write down the weight and moment/1000 for the oil in the proper columns. Since you usually have full load of oil for a trip, you figure 6 qts. at 11 lbs. and a moment of -0.1. You may use these same figures every time and consider this also a non-variable.

Step 3. Add the weight of yourself and your passenger. Refer to the loading graph (on page 4-5) and find this weight at the left side of the graph and then go across the graph horizontally to the right until you intersect the line identified as "PILOT AND PASSENGER." After intersecting the line drop down vertically to the bottom line and read the moment/1000 given on the scale. Now write down this weight and moment/1000 for you and your passenger in the proper columns.

Step 4. Proceed as you did in step 3 except use the line identified as "FUEL" and 6 lbs. per gallon for the amount of gasoline you are carrying, and

read the moment/1000 from the loading graph. If full fuel is used, the values will be identical to those listed in the sample problem. Write the weight and moment/1000 in the proper columns.

Step 5. Proceed as you did in step 3, except use the line identified as "BAGGAGE," and read the moment/1000 for the number of pounds of baggage being carried. Write the weight and moment/1000 in the proper columns.

Step 6. Add the weight column. The total must be 1500 lbs., or below, or you must lighten your aircraft load. Add the moment column (remember to subtract rather than add the oil moment because it is a minus quantity).

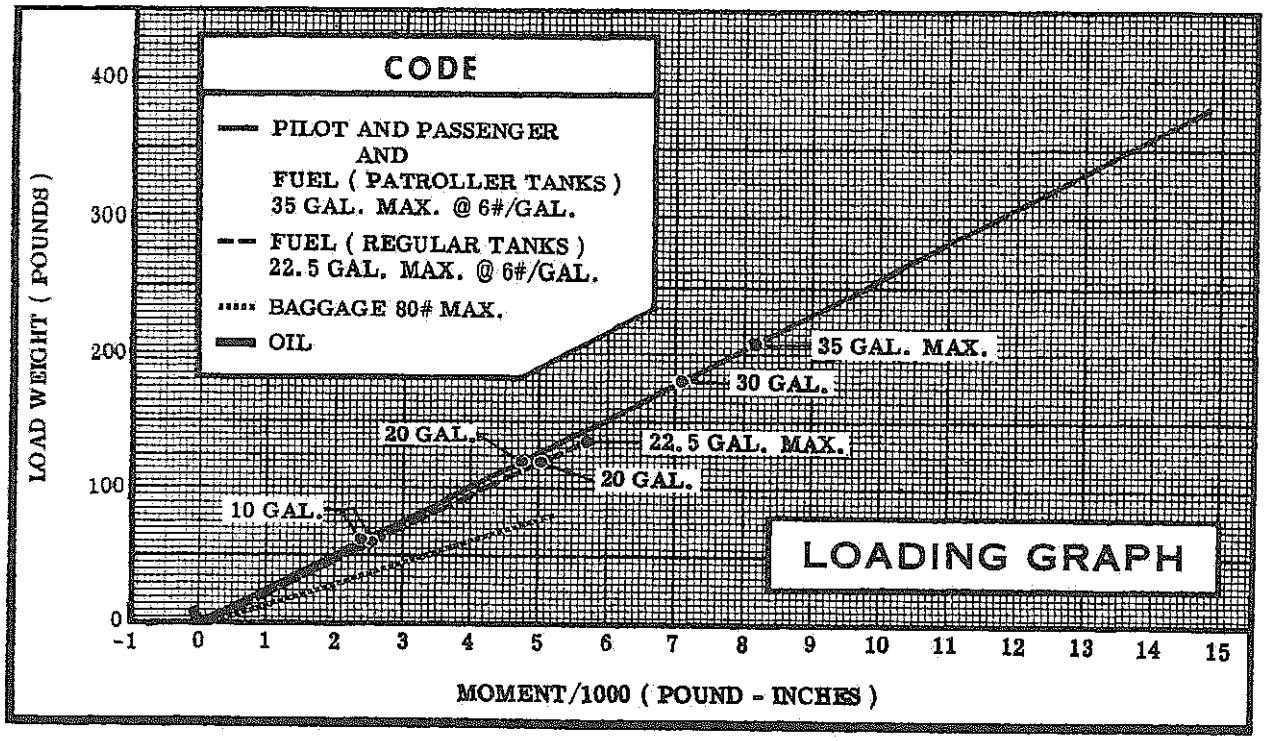
Step 7. Refer to the Center of Gravity Moment Envelope. Locate the total weight on the scale on the left hand side of the graph and, from this point, follow a line horizontally to the right. Locate the total moment/1000 on the scale running across the bottom of the graph and, from this point, follow a line vertically up until you intersect the line running horizontally from your total weight. If the point where the two lines intersect is within the envelope, your airplane is loaded within approved limits. If the point of intersection falls outside the envelope, your load must be adjusted before flight.

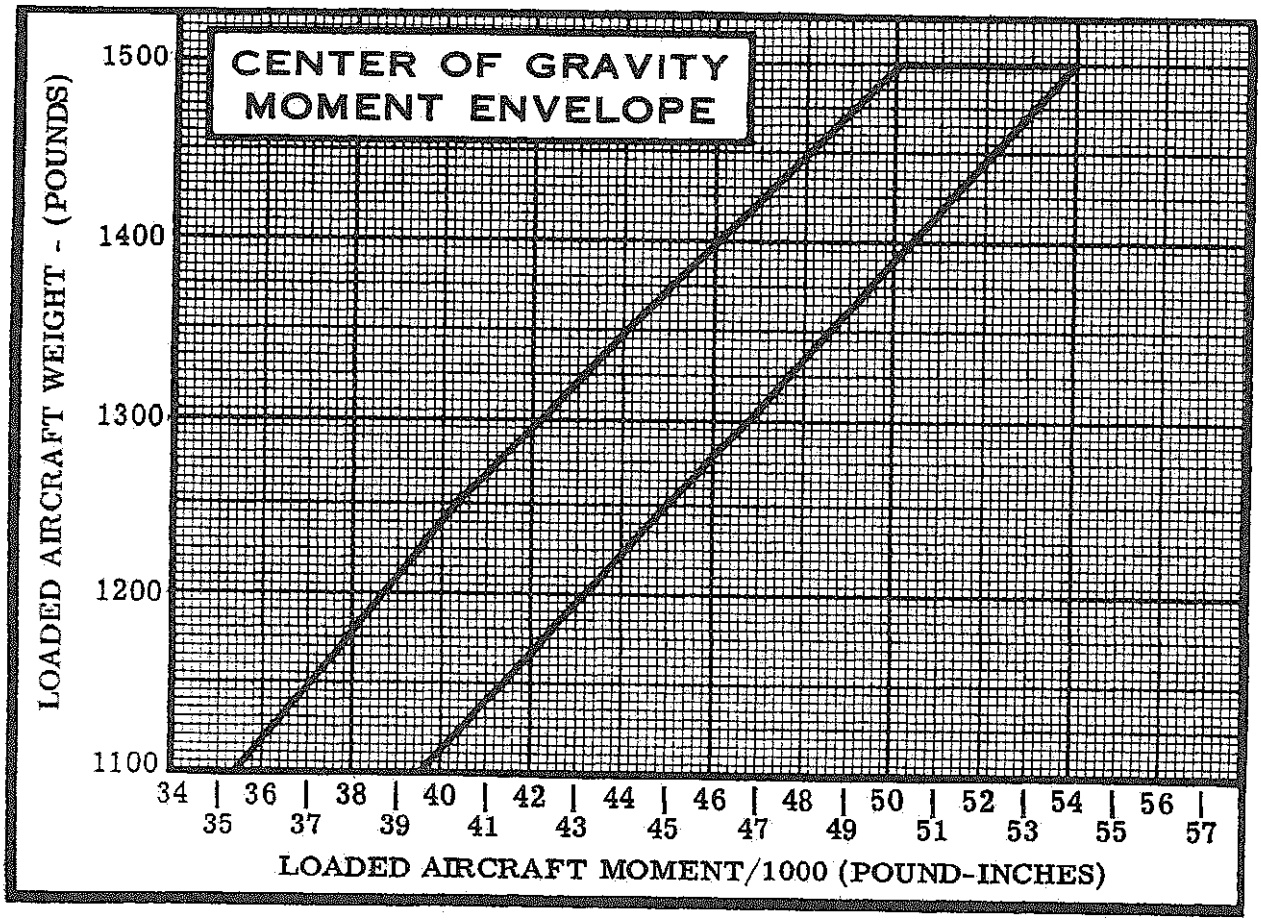
SAMPLE LOADING PROBLEM

	Sample Airplane		Your Airplane	
	Weight (lbs)	Moment (lb-ins. /1000)	Weight	Moment
1. Licensed Empty Weight (Sample Airplane)	991.5	31.9		
2. Oil - 6Qts.*	11.0	-.1	11.0	-.1
3. Pilot & Passenger	340.0	13.3		
4. Fuel - Std. Tanks (22.5 Gal at 6#/Gal)	135.0	5.7		
5. Baggage (or children on child's seat)	22.5	1.5		
6. Total Aircraft Weight (Loaded)	1500.0	52.3		

7. Locate this point (1500 at 52.3) on the center of gravity envelope and since this point falls within envelope the loading is acceptable.

*Note; Normally full oil may be assumed for all flights.


CODE
PILOT AND PASSENGER AND FUEL (PATROLLER TANKS) 35 GAL. MAX. @ 6#/GAL.
FUEL (REGULAR TANKS) 22.5 GAL. MAX. @ 6#/GAL.
BAGGAGE 80# MAX.
OIL
LOAD WEIGHT (POUNDS)
400
300
200
100
0
35 GAL. MAX.
30 GAL.
20 GAL.
22.5 GAL. MAX.
20 GAL.
10 GAL.
LOADING GRAPH
-1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
MOMENT/1000 (POUND - INCHES)


CENTER OF GRAVITY MOMENT ENVELOPE
LOADED AIRCRAFT WEIGHT - (POUNDS)
1500
1400
1300
1200
1100
34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57
LOADED AIRCRAFT MOMENT/1000 (POUND-INCHES)

Notes

SECTION V

Care of the Airplane

If your airplane is to retain that new plane performance, stamina, and dependability, certain inspection and maintenance requirements must be followed. It is always wise to follow a planned schedule of lubrication and maintenance based on the climatic and flying conditions encountered in your locality.

Keep in touch with your Cessna dealer, and take advantage of his knowledge and experience. He knows your airplane and how to maintain it. He will remind you when lubrications and oil changes are necessary and about other seasonal and periodic services.

GROUND HANDLING.

The airplane is most easily and safely maneuvered, during ground handling, by the use of a tow-bar (optional equipment) attached to the nosewheel. Always use a tow-bar when one is available. When moving the airplane by hand and no tow-bar is available, push down at the front spar of the stabilizer adjacent to the fuselage to raise the nosewheel off the ground. With the nosewheel clear of the ground the airplane can be turned in any direction by pivoting it about the main gear. When moving the airplane forward or backward, push at the wing strut root fitting or at the main gear strut.

MOORING YOUR AIRPLANE.

Proper tie-down is the best precaution against damage to your parked airplane by gusty or strong winds. To tie down your airplane securely, proceed as follows:

(1) Tie sufficiently strong (700 pounds tensile strength) ropes or chains to the tie-down ring located at the upper end of each strut, and secure the opposite ends to tie-down rings suitably anchored in the ground.
(2) Tie a rope to an exposed portion of the engine mount, and secure the opposite end to a tie-down ring in the ground.
(3) Securely tie the middle of a length of rope to the tie-down ring at the tail. Pull each end of the rope away at a 45° angle and secure to tie-down rings in the ground positioned on each side of the tail.
(4) Install an external gust lock between the flap and aileron of each wing.
(5) Install an external gust lock over the fin and rudder.
(6) Install the controls lock on the

pilot's control column, or if the lock is not available, tie the control wheel back with the pilot's safety belt.

STORAGE.

The all-metal construction of your Cessna makes outside storage practical. Inside storage will increase its life just as inside storage does for your car. If an airplane must remain inactive for a time, cleanliness is probably the most important consideration, whether your airplane is stored inside or outside.

Do not neglect the engine when storing the airplane. Turn the propeller over by hand or have it turned over every few days to keep the engine bearings, cylinder walls, and internal parts lubricated. Fuel tanks should be kept full during storage to help prevent moisture condensation and increase fuel tank life.

Airplanes are built to be used and regular use tends to keep them in good condition. An airplane left standing idle for any great length of time is likely to deteriorate more rapidly than if it is flown regularly, and should be carefully checked over before being put back into service.

ALUMINUM SURFACES

A minimum of care is required to keep the aluminum exterior surfaces of your airplane bright and polished. Clear water should be used to remove dirt; gasoline, carbon tetrachloride or other non-alkaline grease solvents to remove oil and grease. Dulled aluminum surfaces may be cleaned effectively with an aircraft aluminum polish.

PAINTED SURFACES

With only a minimum of care, the painted exterior of your Cessna will retain its brilliant gloss and rich color for many years. Do not wax or polish the paint for approximately 90 days after it is applied, so that any solvent remaining in the paint may escape. After the initial curing period, regular waxing with a good automotive wax will help preserve the paint's luster and will afford a measure of protection from damage.

Spilled fluids containing dyes, such as fuel and hydraulic oil, if accidentally spilled on the surface should be flushed away at once to avoid a permanent stain. Battery electrolyte must be flushed off at once, and the area neutralized with an alkali such as baking soda solution, followed by a thorough rinse with clear water.

An automotive paint cleaner may be used to clean the painted surfaces. Always wash and wax your airplane in a shaded area.

WINDSHIELD-WINDOWS

The plastic windshield and windows should be kept clean and waxed at all times. To clean the plastic, wash with plenty of soap and water, using the palm of the hand to feel and dislodge any caked dirt or mud. A soft cloth, sponge, or chamois may be used, but only as a means of carrying water to the plastic. Dry with a clean, damp chamois. Rubbing with a dry cloth builds up an electrostatic charge on the plastic so that it attracts dust particles from the air. Wiping with a damp chamois will remove this charge as well as the dust.

Remove oil or grease from the plastic by rubbing lightly with a cloth wet with kerosene. Do not use gasoline, alcohol, acetone, carbon tetrachloride, fire extinguisher or de-icing fluid, lacquer thinner or glass window cleaning spray as they will soften the plastic and cause crazing.

If after removing dirt and grease no great amount of scratching is visible, apply a good grade of commercial wax in a thin even coat and bring it to a high polish by rubbing lightly with a clean, dry, soft flannel cloth. The wax will fill in minor scratches and help prevent further scratching.

Do not use a canvas cover for protection of the windshield when the airplane is moored outside, unless freezing rain or snow is expected, as it may cause the plastic to craze.

PROPELLER CARE

Metal propeller care is limited to inspection, cleaning, and minor repair of small dents, nicks, and scratches. Occasionally wiping the propeller with an oily cloth will clean off grass and bug stains and will assist in corrosion proofing in salt water areas. When small dents and nicks are found, they should be carefully dished and shallowed out using a fine file, sandpaper, and crocus cloth. More extensive damage must be repaired by an FAA Certified Propeller Repair Station. Your Cessna Dealer should be consulted.

INTERIOR CARE.

To remove dust and loose dirt from the upholstery and carpet, clean the interior regularly with a vacuum cleaner.

Blot up any spilled liquid promptly with cleansing tissue or rags. Don't pat the spot; press the blotting material firmly and hold it for several seconds. Continue blotting until no more liquid is taken up. Scrape off sticky materials with a dull knife, then spot-clean the area.

Oily spots may be cleaned with household spot removers, used sparingly. Before using any solvent read the instructions on the container and test it on an obscure place on the fabric to be cleaned. Never saturate the fabric with a volatile solvent; it may damage the padding and backing materials.

Soiled upholstery and carpet may be cleaned with a foam-type detergent, used according to the manufacturer's instructions. Keep the foam as dry as possible and remove it with a vacuum cleaner, to minimize wetting the fabric.

The plastic trim, headliner, instrument panel and control knobs need only be wiped off with a damp cloth. Oil and grease on the control wheel and control knobs can be removed with a cloth moistened with kerosene. Volatile solvents, such as mentioned in paragraphs on care of the windshield, must never be used since they soften and craze the plastic.

INSPECTION SERVICE AND INSPECTION PERIODS.

With your airplane you will receive an Owner's Service Policy. This policy has coupons attached to it which entitle you to a no-charge initial inspection and a no-charge

100-hour inspection. If you take delivery from your Dealer, he will perform the initial inspection before delivery of the airplane to you. If you pick up the airplane at the factory, plan to take your Cessna to your Dealer reasonably soon after you take delivery on it. This will permit him to check it over and to make any minor adjustments that may appear necessary. Also plan an inspection by your Dealer at 100 hours or 90 days, whichever comes first. This inspection also is performed by your Dealer for you at no charge. While these important inspections will be performed for you by any Cessna Dealer, in most cases you will prefer to have the Dealer from whom you purchase the airplane accomplish this work.

The Civil Air Regulations require all airplanes to have a periodic (annual) inspection as prescribed by the administrator, by a person designated by the administrator, and in addition, 100-hour periodic inspections made by an "appropriately rated mechanic" if the airplane is flown for hire. The Cessna Aircraft Company recommends the 100-hour periodic inspection for the Model 150 airplanes. The procedure for this 100-hour inspection has been carefully worked out by the factory and is followed by the Cessna Dealer Organization. The complete familiarity of the Cessna Dealer Organization with Cessna equipment and Cessna procedures provides the highest type of service possible at lowest cost.

Time studies of the 100-hour inspection at the factory and in the field have developed a standard flat rate charge for this inspection at any Cessna Dealer. Points which the inspection reveals require modification or repairs will be brought to your attention by the Dealer and quotations or charges will be made accordingly. The inspection charge does not include the oil required for the oil change.

Every effort is made to attract the best mechanics in each community to Cessna service facilities. Many Dealers' mechanics have attended Cessna Aircraft Company schools and have received specialized instruction in maintenance and care of Cessna airplanes. Cessna service instruction activity in the form of service bulletins and letters is constantly being carried on so that when you have your Cessna inspected and serviced by Cessna Dealers' mechanics the work will be complete and done in accordance with the latest approved methods.

Cessna Dealers maintain stocks of genuine Cessna parts and service facilities consistent with the demand.

Your Cessna Dealer will be glad to give you current price quotations on all parts that you might need and advise you on the practicability of parts replacement versus repairs that might be necessary from time to time.

AIRPLANE FILE.

There are miscellaneous data, information and licenses that are a part of the airplane file. The following is a check list for that file. In addition, a periodic check should be made of the latest Civil Air Regulations to insure that all data require-

ments are met.

A. To be displayed in the airplane at all times:
(1) Aircraft Airworthiness Certificate (Form FAA 1362).
(2) Aircraft Registration Certificate (Form FAA 500A).

B. To be carried in the airplane at all times:
(1) Airplane Radio Station License (if transmitter installed).
(2) Weight and Balance Report or latest copy of the Repair and Alteration Form (Form FAA-337).
(3) Airplane Equipment List.
(4) Airplane Log Book.
(5) Engine Log Book.

C. To be maintained but not necessarily carried in the airplane at all times:
(1) A form containing the following information: Model, Registration Number, Factory Serial Number, Date of Manufacture, Engine Number, and Key Numbers (duplicate keys are available through your Cessna Dealer).

Most of the items listed are required by the United States Civil Air Regulations. Since the regulations of other nations may require other documents and data, owners of exported airplanes should check with their own aviation officials to determine their individual requirements.

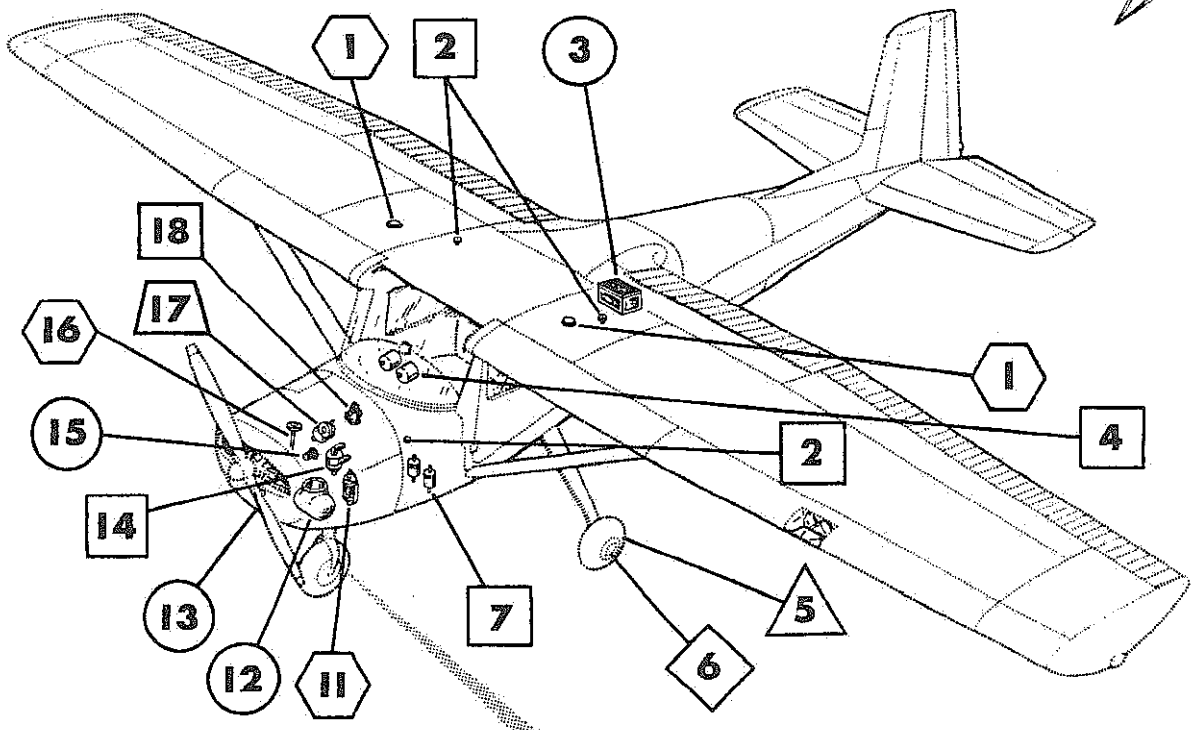
LUBRICATION AND SERVICING

Specific lubrication and servicing information is presented in the Servicing Diagram (figure 5-1). For quick reference, specifications and quantities of fuel, oil, etc., are contained in a table on the inside back cover. In addition to those items specified in the Servicing Diagram, all pulleys, the trim tab actuator rod, bellcrank clevis bolts, brake pedal pivots, rudder pedal crossbars, wing flap actuating handle, shimmy dampener pivot bushings, door hinges and latches, Bowden controls, engine control linkage, control wheel shaft universal, and any other friction points should be lubricated every 1000 hours, or oftener, with SAE 20 engine oil.

Generally, roller chains (aileron, elevator trim tab wheel and tab actuator) and control cables collect dust, sand and grit if they are greased or oiled, except under seacoast conditions, chains and cables should be merely wiped clean occasionally with a dry cloth.

RECOMMENDED FUEL:
AVIATION GRADE -- 80/87 MINIMUM GRADE
RECOMMENDED ENGINE OIL:
AVIATION GRADE
SAE 40 ABOVE 40 F --- SAE 20 BELOW 40°F
HYDRAULIC FLUID:
SPEC. NO. MIL-H-5606

SERVICING DIAGRAM



SERVICING INTERVALS

- CHECK OR SERVICE DAILY
- SERVICE EVERY 25 HOURS
- SERVICE EVERY 50 HOURS
- SERVICE EVERY 100 HOURS
- SERVICE EVERY 500 HOURS
- CHECK OR SERVICE AS REQUIRED

Symbol denotes servicing interval. Number within symbol refers to item to be serviced as shown in adjoining specifications.

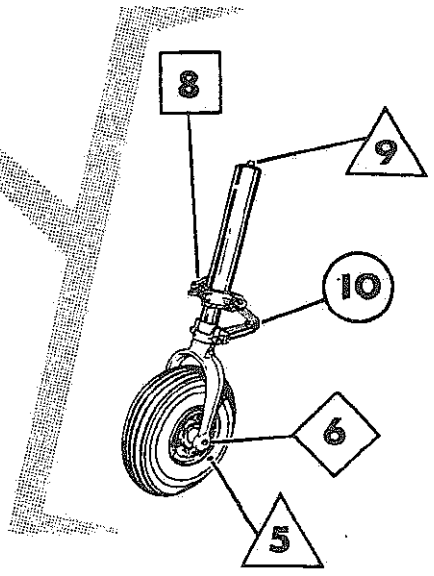


Figure 5-1 (Sheet 1 of 5).

SERVICING PROCEDURES

For convenience, the items below are segregated into servicing intervals; that is, all items which must be checked or serviced daily are listed, then items requiring 25 hours service are listed, etc. The numbered symbol at each item refers to the item as shown in the Servicing Diagram.

⬡ DAILY

⟨1⟩ FUEL TANK FILLERS:

Service after each flight with 80/87 minimum grade fuel. The capacity of each tank is 13 gallons for standard fuel tanks, 19 gallons for optional patroller tanks.

⟨11⟩ FUEL STRAINER:

Drain approximately two ounces of fuel before each flight and after refueling to remove water and sediment. Make sure valve is closed after draining. Disassemble and clean bowl and screen each 100 hours.

⟨16⟩ OIL DIPSTICK AND FILLER CAP:

Check oil level before each flight. Do not operate on less than 4 quarts and fill the sump if an extended flight is planned. Oil capacity is 6 quarts (7 quarts capacity if an optional oil filter is installed). When preflight check shows low oil level, service with aviation grade engine oil; SAE 40 above 40° F or SAE 20 below 40° F. Your Cessna was delivered from the factory with straight mineral oil (non-detergent) and should be operated with straight mineral oil for the first 25 hours. The use of mineral oil during the 25-hour break-in period will help seat the piston rings and will result in less oil consumption. After the first 25 hours, either mineral oil or detergent oil may be used. If a detergent oil is used, it must conform to Continental Motors Specification MHS-24. Your Cessna Dealer can supply an approved brand.

○ 25 HOURS

(3) BATTERY:

Check level of electrolyte every 25 hours (or at least every

Figure 5-1 (Sheet 2 of 5).

30 days), oftener in hot weather. Maintain level by adding distilled water. DO NOT overfill. Immediately neutralize spilled electrolyte with baking soda solution, then flush with water. Keep battery clean and connections tight. Neutralize corrosion deposits with baking soda solution, then rinse thoroughly.

(10) NOSE GEAR TORQUE LINKS:
Every 25 hours, lubricate links through grease fittings with MIL-G-7711 or general purpose grease. Wipe off excess.

(12) ENGINE OIL SUMP:
Every 25 hours, change engine oil. Drain oil by removing plug in oil sump. Remove lower cowling and provide protection for nose gear when draining. (See item 17 for servicing interval on aircraft equipped with an optional oil filter.)

(13) CARBURETOR AIR FILTER:
Service every 25 hours or oftener when operating in dusty conditions. Under extremely dusty conditions, daily maintenance of the filter is recommended. Service in accordance with the instructions on the filter frame.

(15) ENGINE OIL SCREEN:
Remove and wash screen (located on right rear side of engine accessory section) with Stoddard solvent (Federal Specification P-S-661) whenever engine oil is changed. (On aircraft equipped with an optional oil filter, the engine oil screen has been removed and replaced with an adapter unit for oil filtration.)

⏢ 50 HOURS

(17) OIL FILTER (OPT):
Change engine oil and replace filter element every 50 hours. Oil should be changed at least every four months even though less than 50 hours have accumulated. If the engine is operated in extremely dusty areas, in cold climates where sludging conditions exist, or where short flights and long idle periods are encountered which cause sludging conditions, the interval for changing oil should be reduced from

Figure 5-1 (Sheet 3 of 5).

the 50 hour interval outlined above.

☐ 100 HOURS

2 **FUEL TANK SUMP AND FUEL LINE DRAIN PLUGS:**
Every 100 hours, remove drain plugs, drain off water and sediment, and reinstall plugs. Safety wire plugs to adjacent structure.

4 **GYRO INSTRUMENT AIR FILTERS (OPT):**
Replace every 100 hours and when erratic or sluggish responses are noted with normal suction gage readings.

7 **BRAKE MASTER CYLINDERS:**
Every 100 hours, check fluid level in brake master cylinders. Fill with MIL-H-5606 hydraulic fluid. Filling with a pressure pot connected to the brake bleeder ports is preferable, although fluid may be poured through the plugs on the top of the master cylinders.

8 **SHIMMY DAMPENER:**
Every 100 hours, check fluid level in shimmy dampener. Fill with MIL-H-5606 hydraulic fluid.

14 **VACUUM SYSTEM OIL SEPARATOR (OPT):**
Every 100 hours, remove separator and flush with Stoddard solvent (Federal Specification P-S-661); then dry with compressed air and reinstall.

18 **SUCTION RELIEF VALVE INLET SCREEN (OPT):**
Every 100 hours, check inlet screen for dirt or obstructions if suction gage readings appear high. Remove screen and clean with compressed air or wash with Stoddard solvent (Federal Specification P-S-661).

◇ 500 HOURS

6 **WHEEL BEARINGS:**
Repack with MIL-G-7711 or a good grade of wheel bearing grease at first 100 hours, 500 hours thereafter; oftener if more

Figure 5-1 (Sheet 4 of 5).

than the usual amount of water, mud, ice or snow is encountered.

△ AS REQUIRED

5△ TIRES:

Maintain pressure of 30 psi on 5.00×5 tires and 21 psi on optional 6.00×6 tires. Remove oil and grease from tires with soap and water; periodically inspect them for cuts, bruises and wear.

9△ NOSE GEAR SHOCK STRUT:

Keep strut inflated and filled with MIL-H-5606 hydraulic fluid. See Cessna Service Manual for detailed instructions.

The military specifications listed are not mandatory, but are intended as guides in choosing satisfactory materials. Products of most reputable manufacturers meet or exceed these specifications.

Figure 5-1 (Sheet 5 of 5).

DEALER FOLLOW-UP SYSTEM

Your Cessna Dealer has an owner follow-up system to notify you when he receives information that applies to your Cessna. In addition, if you wish, you may choose to receive similar notification directly from the Cessna Service Department. A subscription card is supplied to you in your airplane file for your use, should you choose to request this service. Your Cessna Dealer will be glad to supply you with details concerning these follow-up programs, and stands ready through his Service Department to supply you with fast, efficient, low cost service.

SECTION VI

Performance Data

The operational data shown on the following pages are compiled from actual tests with airplane and engine in good condition, and using average piloting technique and best power mixture. You will find this data a valuable aid when planning your flights. However, inasmuch as the number of variables included precludes great accuracy, an ample fuel reserve should be provided. The range performance shown makes no allowance for wind, navigational error, pilot technique, warm-up, take-off, climb, etc. which may be different on each flight you make. All of these factors must be considered when estimating reserve fuel.

To realize the maximum usefulness from your 150 you should take advantage of its high cruising speeds. However, if range is of primary importance, it may pay you to fly at a low cruising RPM thereby increasing your range and allowing you to make the trip non-stop with ample fuel reserve. The range table on page 6-3 should be used to solve flight planning problems of this nature.

In the table, (figure 6-3), range and endurance are given for lean mixture from 2500 feet to 12,500 feet. All figures are based on zero wind, 22.5 and 35.0 gallons of fuel for cruise, McCauley 1A100/MCM6950 propeller, 1500 pounds gross weight, and standard atmospheric conditions. Mixture is leaned to maximum RPM. Allowances for fuel reserve, headwinds, take-offs and climb, and variations in mixture leaning technique should be made as no allowances are shown on the chart. Other indeterminate variables such as carburetor metering characteristics, engine and propeller conditions, and turbulence of the atmosphere may account for variations of 10% or more in maximum range.

AIRSPEED CORRECTION TABLE
(Flaps Up or Down)

IAS	40	50	60	70	80	90	100	110	120	130	140
TIAS	52	58	65	73	82	91	100	108	117	126	135

Figure 6-1.

—TAKE-OFF DISTANCE—

FLAPS RETRACTED .....
HARD SURFACE RUNWAY .....

GROSS WT. LBS.	IAS 50 FT. MPH	HEAD WIND MPH	AT SEA LEVEL & 59° F.		AT 2500 FT. & 50° F.		AT 5000 FT. & 41° F		AT 7500 FT. & 32° F.	
			GROUND RUN	TO CLEAR 50 FT. OBS	GROUND RUN	TO CLEAR 50 FT. OBS	GROUND RUN	TO CLEAR 50 FT. OBS	GROUND RUN	TO CLEAR 50 FT. OBS
1500	61	0	680	1205	830	1440	1015	1760	1275	2215
		15	390	785	480	940	605	1165	750	1490
		30	170	440	215	525	290	670	432	910

NOTE: Decrease the distances shown by 10% for each 4 knots of headwind. Increase the distances 10% for each 35° F. increase in temperature above standard for the particular altitude

—CLIMB DATA—

GROSS WEIGHT, LBS.	AT SEA LEVEL & 59° F.			AT 5000 FT. & 41° F.			AT 10000 FT. & 23° F			AT 15000 FT. & 5° F.		
	BEST CLIMB IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED GAL.	BEST CLIMB IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED FROM S.L., GAL.	BEST CLIMB IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED FROM S.L., GAL.	BEST CLIMB IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED FROM S.L., GAL.
1500	71	760	.6	69	550	1.5	67	335	2.6	65	125	4.5

NOTE: Flaps retracted, full throttle, mixture leaned to smooth operation above 5000 ft. Fuel used includes warm-up and take-off allowances.

—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.	
		TO CLEAR 50 FT. OBS	GROUND ROLL	TO CLEAR 50 FT. OBS	GROUND ROLL	TO CLEAR 50 FT. OBS	GROUND ROLL	TO CLEAR 50 FT. OBS	GROUND ROLL
1500	59	1055	360	1100	390	1150	420	1230	465

NOTE: Decrease the distances shown by 10% for each 4 knots of headwind. Increase the distance by 10% for each 60° F. temperature increase above standard.

Figure 6-2.

CRUISE PERFORMANCE — WITH LEAN MIXTURE

ALTITUDE	RPM	%BHP	TAS MPH	GAL/HR.	* END. HOURS		* RANGE. MILES	
					STANDARD	PATROLLER	STANDARD	PATROLLER
					22.5 GAL.	35 GAL.	22.5 GAL.	35 GAL.
2500	2750	89	127	6.8	3.3	5.2	420	665
	2700	85	124	6.4	3.5	5.5	440	680
	2600	76	120	5.7	4.0	6.2	475	740
	2500	68	115	5.1	4.4	6.9	505	785
	2400	60	109	4.6	4.9	7.7	540	835
	2300	53	103	4.1	5.5	8.6	565	880
	2200	48	96	3.7	6.1	9.4	585	910
	2100	43	89	3.4	6.6	10.3	595	925
5000	2750	83	127	6.3	3.6	5.6	455	710
	2700	79	124	5.9	3.8	5.9	475	735
	2600	71	119	5.3	4.2	6.6	505	785
	2500	63	114	4.7	4.7	7.4	535	835
	2400	56	108	4.2	5.3	8.2	570	885
	2300	50	101	3.9	5.8	9.1	590	915
	2200	45	94	3.6	6.3	9.8	595	930
	2100	41	86	3.3	6.8	10.6	590	915
7500	2750	77	126	5.8	3.9	6.0	490	760
	2700	73	124	5.5	4.1	6.4	505	785
	2600	66	118	5.0	4.5	7.1	535	835
	2500	59	112	4.4	5.0	7.9	565	880
	2400	53	106	4.0	5.6	8.7	590	920
	2300	48	99	3.7	6.1	9.4	605	940
	2200	44	92	3.4	6.6	10.2	600	935
	2100	41	82	3.3	6.9	10.7	560	870
10,000	2700	68	123	5.1	4.4	6.8	540	840
	2600	61	117	4.6	4.9	7.6	570	885
	2500	55	111	4.2	5.4	8.4	595	925
	2400	50	104	3.8	5.9	9.1	610	945
	2300	46	96	3.6	6.3	9.8	605	940
	2200	43	85	3.4	6.6	10.3	560	875
12,500	2700	64	121	4.8	4.7	7.3	570	885
	2600	57	115	4.3	5.2	8.1	595	930
	2500	52	108	4.0	5.6	8.8	610	950
	2400	48	101	3.7	6.0	9.4	605	945
	2300	45	92	3.5	6.4	10.0	590	915

* No allowances for take-off or reserve.

Figure 6-3.

=Power Off= **STALLING SPEEDS** MPH=TIAS

Gross Weight 1500 lbs. CONDITION	ANGLE OF BANK 0°	20°	40°	60°
Flaps Up	54	56	62	77
Flaps 10°	53	55	61	75
Flaps 40°	50	52	58	71

Figure 6-4.

Alphabetical Index

WARRANTY

■ The Cessna Aircraft Company warrants each new aircraft manufactured by it to be free from defects in material and workmanship under normal use and service, provided, however, that this warranty is limited to making good at The Cessna Aircraft Company's factory any part or parts thereof which shall, within six (6) months after delivery of such aircraft to the original purchaser, be returned to Cessna with transportation charges prepaid, and which upon Cessna's examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and all other obligations or liabilities on the part of Cessna, and Cessna neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its aircraft.

■ This warranty shall not apply to any aircraft which shall have been repaired or altered outside Cessna's factory in any way so as, in Cessna's judgment, to affect the aircraft's stability or reliability, or which aircraft has been subject to misuse, negligence or accident.

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YOU NEED IT".

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