

I - Model 150, Model 150A, Model 150B, Model 150C (cont'd)

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	
	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	

II - Model 150D, Model 150E, Model 150F (cont'd)

*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.)		
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		

III - Model 150G, Model 150H, Model 150J, Model 150K (cont'd)

	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 1A90/CF (seaplane only)	24 lb. (-32)
	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	
	4. McCauley 1A101/DCM	21 lb. (-32)
	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	
*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	<u>Landplane</u> (+32.9) to (+37.5) at 1600 lb. (+31.5) to (+37.5) at 1280 lb. or less <u>Seaplane</u> (+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	<u>Landplane</u> 26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) <u>Seaplane</u> 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)	
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		21 lb. (-32)
	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		
*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)
Propeller and propeller limits (cont'd)	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, Acrobat, 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 (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)	
Propeller and propeller limits (cont'd)	2. McCauley 1A101/HCM (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)	
	3. McCauley 1A102/OCM (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		27.0 lb. (-34.5)	
*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		27.7 lb. (-34.5)	
	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			
*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		27.0 lb. (-34.5)
	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)	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	<u>S/N 15279406 through 15285594</u> Lycoming O-235-L2C			
	<u>S/N 15285595 and on aircraft reworked per SK152-15 or SK152-16</u> Lycoming O-235-N2C			
*Fuel	100LL/100 min. grade aviation gasoline			
*Engine limits	<u>S/N 15279406 through 15285594</u> For all operations, 2550 r.p.m. (110 hp.)			
	<u>S/N 15285595 and on</u> For all operations 2550 r.p.m. (108 hp.)			
Propeller and propeller limits	1. (a) McCauley 1A103/TCM			23.2 lb. (-36.5)
	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			
*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 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	<u>S/N A1500433, A1520735, 681 through A521014</u> Lycoming O-235-L2C		
	<u>S/N A1521015 and on aircraft reworked per SK152-15 or SK152-16</u> Lycoming O-235-N2C		
*Fuel	100LL/100 min. grade aviation gasoline		
*Engine limits	<u>S/N A1500433, A1520735, 681 through A1521014</u> For all operations, 2550 r.p.m. (110 hp.)		
	<u>S/N A1521015 and on</u> For all operations 2550 r.p.m. (108 hp.)		
Propeller and propeller limits	1. (a) McCauley 1A103/TCM		23.2 lb. (-36.5)
	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		
*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)	
<u>Data Pertinent to All Models</u>			
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.		
	<u>Equivalent Safety Items</u>	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.		

X - Model A152 (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 S/N 15282032 and on, S/N 681, 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) (A150K through A150M, 1977 Model) (152 and on, A152 and on)

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.

Serial Nos. 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.

Serial Nos. 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.

Serial Nos. 15279406 and on, and 681, A1500433, 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) (a) Model 150, 150A, 150B and 150C
"Acrobatic maneuvers are limited to the following:

<u>Maneuver</u>	<u>Entry Speed</u>
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)"

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

<u>Maneuver</u>	<u>Entry Speed</u>
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

Data Pertinent to All Models (cont'd)

NOTE 2. Intentional spins with flaps extended prohibited
 (cont'd) 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"

(3) 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.

NOTE 2. A. In full view of the pilot:
 (cont'd) (3) (cont'd)

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:

<u>Maneuver</u>	<u>Entry Speed</u>	<u>Maneuver</u>	<u>Entry Speed</u>
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		Stalls (except	
reversements	90 m.p.h. (78 knots)	whip stalls)	Slow deceleration"

(4) Model 150L and 150M (1971 Model 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.

		<u>Maximums</u>	
Maneuvering speed			109 m.p.h. CAS (95 knots)
Gross weight			1600 lb.
Flight load factor		Flaps Up	+4-4, -1.76
		Flaps Down	+3.5
<u>Maneuver</u>	<u>Max. Entry Speed</u>	<u>Maneuver</u>	<u>Max. Entry Speed</u>
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)

Data Pertinent to All Models (cont'd)

- NOTE 2. (5) Model A150L and A150M (1971 Model through 1975 Model)
(cont'd) "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.

<u>Maximums</u>		
Maneuvering speed		118 m.p.h. (CAS (103 knots)
Gross weight		1600 lb.
Flight load factor	Flaps up	+6.0, -3.0
	Flaps Down	+3.5
Aerobic maneuvers with flaps extended are prohibited.		
Inverted flight is prohibited.		
Child's seat and/or baggage compartment must not be occupied during aerobatics.		

<u>Maneuver</u>	<u>Max. Entry Speed</u>	<u>Maneuver</u>	<u>Max. Entry Speed</u>
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)	Immelmans	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)

- (6) 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.

<u>Maximums</u>		
Maneuvering speed		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

<u>Maneuver</u>	<u>Max. Entry Speed</u>	<u>Maneuver</u>	<u>Max. Entry Speed</u>
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)

- (7) 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.

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

<u>Maximums</u>		
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

<u>Maneuver</u>	<u>Recm. Entry Speed</u>	<u>Maneuver</u>	<u>Recm. Entry Speed</u>
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		Stalls (except	
reversements	80 knots	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)

A. In full view of the pilot:

(8) 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.

<u>Maximums</u>		
Maneuvering speed (IAS)		104 knots
Gross weight		1670 lbs.
Flight load factor	Flaps up	+4.4, -1.76
	Flaps Down	+3.5

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW

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

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)

(9) Model A152 (1978 Model and 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.

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

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

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

<u>Maneuver</u>	<u>Recm. Entry Speed</u>	<u>Maneuver</u>	<u>Recm. Entry Speed</u>
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)

B. On the flap handle:

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

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

On the flap handle:

(2) Models 150D, 150E

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

C. In the baggage compartment

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

"Baggage - 80 lb. maximum."

(2) Model 150D, 150E

"Baggage - 120 lb. maximum."

(3) S/N 15279406 through 15282031, A1500433, 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) Models 150K, A150K; 1971 Models 150L, A150L

"Do not turn off alternator in flight except in emergency."

E. Near fuel shut-off valve

(1) Models 150 through 150M (1977 Model) and A150K through A150M (1977 Model)

"Fuel 22.5 gals. ON-OFF."

(2) S/N 15279406 through 15282031, A1500433, A15200735 through A1520808

"Fuel 24.5 gals. ON-OFF."

F. On front door posts

(1) S/N A15200735 through A1520808, A1500433

"Emergency door release

1. Unlatch door
2. Pull 'D' ring."

Data Pertinent to All Models (cont'd)

NOTE 2. (cont'd)

- 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 Model) (1978 Model A152)
"Do not open window above 143 knots IAS."
- H. On the instrument panel near overvoltage light (Model 150L through 150M, and A150L through A150M, 1978 Model 152 and A152, and A1500433)
- (1) "High Voltage"
- I. On left hand instrument panel
- (1) S/N 15279406 through 5282031, A1500433, 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."
- J. S/N 15282032 and on, S/N 681, and S/N 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.

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 1507506 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 A1500433 through 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. Near fuel tank filler

- A. 150 series through S/N 15079405 and A150 series through S/N A1500734 except A1500433:
"FUEL
80/87 min. grade aviation gasoline
Cap. 13.0 U.S. Gal."
- B. S/N 15279406 through 15282031, A1500433, A1520735 through A1520808
"FUEL
100LL/100 min. grade aviation gasoline
Cap. 13.0 U.S. Gal."

Data Pertinent to All Models (cont'd)

NOTE 6. 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 15279406 and on, S/N 681, A1500433, A/N 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 7. For Models 150, A150, 152:

<p>“WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes.”</p>
--

...END...