

## **Cessna 150 N23453**

**Engine:** Continental O-200-A 100HP. Normally aspirated, carburetor, horizontally opposed, oil and air cooled.

**Prop:** Fixed Pitch

**Fuel:** 100LL with 26 gal (22.5gals useable), 13 gals in each wing. Fuel selector located on the floor panel forward and between the seats. Fuel is gravity fed. Three fuel sumps (one on each wing and one near the oil filler tube. All should be checked prior to flight.

**Oil:** 20W50 winter, W100 summer. Max 6qts. Min 4qts

**Max Baggage:** 120lbs

**Max Gross Weight:** 1600lbs

**Electrical:** 12V battery with 60Amp alternator

**Front Strut:** Air-Oil Type. Mains are spring steel.

**Brakes:** Toe brakes, Hydraulic disc brakes. Reservoir to refill fluid is on firewall under cowl.

**Heat:** Heater muff attached to the exhaust system. Controls are on the far right panel (copilot side). Heat and air outlet is located on the side panel near the floor for each seat.

**Starting the engine:** Do **NOT** pump the throttle while turning over the engine. This will result in possible engine fire. Fuel pump is ON for starts. If cold (Summer), use three primer pumps and one pump of the throttle, then start. If cold (below 40deg F), use five primer pumps and one to two pumps on the throttle, then start. Follow checklist.

### **Airspeeds:**

**Vx:** 60mph

**Enroute Climb:** 75-80mph

**Vrot:** 50-55mph

**Vy:** 75mph

**Vbestglide:** 65mph

**Vflapextended\_max:** 100mph

**Vapproachfinal:** 65mph

**Max Crosswind:** 15kts

Va: 109mph

### **Power Settings Cruise @ 75% power (recommended):**

**2500ft:** 2600 RPM

**5000ft:** 2650 RPM

**75% pwr = 5.6gal/hr = 115mph**

**Service Ceiling:** 12,650ft