



**I. Model F150F** (cont'd)

Propeller and Propeller Limits (cont'd)	3. McCauley 1A101/DCM Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	21 lb (-32)
Airspeed Limits (CAS)	*Never exceed *Maximum structural cruising *Maneuvering *Flaps extended	162 mph (141 knots) 120 mph (104 knots) 109 mph (95 knots) 100 mph (87 knots)
C.G. Range	(+32.9) to (+37.5) at 1600 lbs. (+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given	
Empty Wt. 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) See NOTE 1 for system fuel.	
Oil Capacity	6 qt. (-13.5, unusable 2 qt.). See NOTE 1 for data on system oil.	
Control Surface Movements	Wing Flaps Ailerons Elevator Elevator Tab Rudder (measured parallel to chord)	Down 0° - 40° ± 2° Down 15° Down 15° Down 20° Left 23°
Serial Numbers Eligible	F150-0001 thru F150-0067	

**II. Model F150G, 2 PCLM (Utility Category), Approved September 16, 1966**  
**Model F150H, 2 PCLM (Utility Category), Approved September 5, 1967**  
**Model F150J, 2 PCLM (Utility Category), Approved August 13, 1968**  
**Model F150K, 2 PCLM (Utility Category), Approved August 20, 1969**

Engine	Rolls Royce Continental O-200-A	
* Fuel	80/87 min. grade aviation gasoline	
* Engine Limits	For all operations, 2750 rpm. (100 hp)	
Propeller and Propeller Limits	1. McCauley 1A100/MCM Diameter: not over 69 in., not under 67.5 in. Static rpm. at maximum permissible throttle setting: Not over 2475, not under 2375 No additional tolerance permitted	21 lb (-32)
	2. McCauley 1A101/DCM Diameter: not over 69 in., not under 67 in. Not over 2600, not under 2500	21 lb (-32)

No additional tolerance permitted

**II. Model F150G, Model F150H, Model F150J, Model F150K** (cont'd)

Airspeed Limits (CAS)	*Never exceed	162 mph	(141 knots)
	*Maximum structural cruising	120 mph	(104 knots)
	*Maneuvering	109 mph	(95 knots)
	*Flaps extended	100 mph	(87 knots)
C.G. Range	(+32.9) to (+37.5) at 1600 lbs. (+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Leveling Means	Top surface at 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) See NOTE 1 for system fuel and oil.		
Oil Capacity	6 qt. (-13.5, unusable 2 qt.). See NOTE 1 for data on system fuel and 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 Numbers Eligible	F150G:	F150-0068 thru F150-0219	
	F150H:	F150-0220 thru F150-0389	
	F150J:	F150-0390 thru F150-0529	
	F150K:	F15000530 thru F15000658	

**III. Model FA150K, 2 PCLM (Acrobatic Category), Approved November 5, 1969**

Engine	Rolls-Royce Continental O-200-A		
* Fuel	80/87 min. grade aviation gasoline		
* Engine Limits	For all operations, 2750 rpm. (100 hp)		
Propeller and Propeller Limits	McCauley 1A101/DCM	21 lb (-32)	
	Diameter: not over 69 in., not under 67 in.		
	Static rpm. at maximum permissible throttle setting: Not over 2600, not under 2500		
	No additional tolerance permitted		
Airspeed Limits (CAS)	*Never exceed	193 mph	(168 knots)
	*Maximum structural cruising	140 mph	(122 knots)
	*Maneuvering	118 mph	(103 knots)
	*Flaps extended	100 mph	(87 knots)
C.G. Range	(+32.9) to (+37.5) at 1600 lbs. (+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		

**III. Model FA150K** (cont'd)

Empty Wt. C.G. Range	None		
Leveling Means	Top surface at 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) See NOTE 1 for system fuel and oil.		
Oil Capacity	6 qt. (-13.5, unusable 2 qt.). See NOTE 1 for data on system fuel and 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 Numbers Eligible	FA1500001 through FA1500081		

**IV. Model F150L, 2PCLM (Utility Category), Approved October 9, 1970**

Engine	Rolls-Royce 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)	27.7 lb (-34.5)
	Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	
	2. McCauley 1A101/HCM (1973, 1974 models)	27.7 lb (-34.5)
	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	
Propeller and Propeller Limits	3. McCauley 1A101/PCM (1974 models)	27.0 lb (-34.5)
	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 (See Note 4 for Data on serial number eligibility)	
	4. McCauley 1A102/OCM (1971 through 1974 models)	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	

**IV. Model F150L** (cont'd)

Airspeed Limits (CAS)	*Never exceed	162 mph	(141 knots)
	*Maximum structural cruising	120 mph	(104 knots)
	*Maneuvering	109 mph	(95 knots)
	*Flaps extended	100 mph	(87 knots)
C.G. Range	(+32.9) to (+37.5) at 1600 lbs. (+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 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. total, (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 Numbers Eligible	F15000659 through F15001143		

**V. Model FA150L, 2PCLM (Acrobatic Category), Approved October 9, 1970**

Engine	Rolls-Royce 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)	27.7 lb (-34.5)
	Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	
	2. McCauley 1A101/HCM (1971, 1972, 1973 models)	27.7 lb (-34.5)
Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted		
3. McCauley 1A102/OCM (1971 through 1974 models)	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

V. **Model FA150L** (cont'd)

Airspeed Limits (CAS)	*Never exceed	193 mph	(168 knots)
	*Maximum structural cruising	140 mph	(122 knots)
	*Maneuvering	118 mph	(103 knots)
	*Flaps extended	100 mph	(87 knots)
C.G. Range	(+32.9) to (+37.5) at 1600 lbs. (+31.5) to (+37.5) at 1280 lbs. or less		
Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 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. total, (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 Numbers Eligible	FA1500082 through FA1500120		

VI. **Model FRA150L or FA150L (when equipped with FKA150-2311 and FKA-2316), 2PCLM (Acrobatic Category), Approved December 3, 1971**

Engine	Rolls-Royce Continental O-240-A		
* Fuel	100/130 min. grade aviation gasoline		
* Engine Limits	For all operations, 2800 rpm. (130 hp)		
Propeller and Propeller Limits	McCauley 1A135/BRM	24.8 lb (-34.5)	
	Diameter: not over 71 in., not under 70 in.		
	Static rpm. at maximum permissible throttle setting:		
	Not over 2500, not under 2400		
	No additional tolerance permitted		
Airspeed Limits (CAS)	*Never exceed	193 mph	(168 knots)
	*Maximum structural cruising	140 mph	(122 knots)
	*Maneuvering	118 mph	(103 knots)
	*Flaps extended	100 mph	(87 knots)
C.G. Range	(+33.0) to (+37.5) at 1650 lbs. (+31.5) to (+37.5) at 1350 lbs. or less Straight line variation between points given.		

**VI. Model FRA150L or FA150L (when equipped with FKA150-2311 and FKA-2316) (cont'd)**

Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.		
* Maximum Weight	1650 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. total, (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for system fuel and oil.		
Oil Capacity	6 qt. (-18, 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 Numbers Eligible	FRA1500121 through FRA1500261 FA1500121 through FA1500261 (when equipped with FKA150-2311 and FKA-2316)		

**VII. Model F150M, 2PCLM (Utility Category), Approved October 8, 1974**

Engine	Continental O-200-A		
* Fuel	80/87 min. grade aviation gasoline		
* Engine Limits	For all operations, 2750 rpm (100 hp)		
Propeller and Propeller Limits	McCauley 1A102/OCM	27.7 lb (-34.5)	
	Diameter: not over 69 in., not under 67.5 in.		
	Static rpm. at maximum permissible throttle setting:		
	Not over 2560, not under 2460		
	No additional tolerance permitted		
Airspeed Limits (CAS)	F150M (1975 Model)		
	*Never exceed	162 mph	(141 knots)
	*Maximum structural cruising	120 mph	(104 knots)
	*Maneuvering	109 mph	(95 knots)
	*Flaps extended	100 mph	(87 knots)
Airspeed Limits (IAS) (See NOTE 3 on use of IAS)	F150M (1976 Model and on)		
	*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 lbs. (+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		

**VII. Model F150M** (cont'd)

Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 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. total, (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for system fuel and oil.		
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 Numbers Eligible	F15001144 through F15001428		

**VIII. Model FRA150M or FA150M (when equipped with FKA150-2311 and FKA150-2316) 2PCLM (Acrobatic Category), Approved October 8, 1974**

Engine	Rolls Royce O-240-A or O-240-E (S/N FA00262 and on)		
* Fuel	100/130 min. grade aviation gasoline		
* Engine Limits	(O-240-A) For all operations,	2800 rpm. (130 hp)	
	(O-240-E) - Takeoff (5 min.)	2800 rpm. (130 hp)	
	For all other operations	2650 rpm. (123 hp)	
Propeller and Propeller Limits	McCauley 1A135/BRM		24.8 lb (-34.5)
	Diameter: not over 71 in., not under 70 in.		
	Static rpm. at maximum permissible throttle setting:		
	Not over 2500, not under 2400		
	No additional tolerance permitted		
Airspeed Limits (CAS)	<u>FRA150M (1975 Model)</u>		
	*Never exceed	193 mph	(168 knots)
	*Maximum structural cruising	140 mph	(122 knots)
	*Maneuvering	118 mph	(103 knots)
	*Flaps extended	100 mph	(87 knots)
Airspeed Limits (IAS) (See NOTE 3 on use of IAS)	<u>FRA150M (1976 Model and up)</u>		
	*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 1650 lbs. (+31.5) to (+37.5) at 1350 lbs. or less		
Empty Wt. C.G. Range	None		



**VIII. Model FRA150M or FA150M (when equipped with FKA150-2311 and FKA150-2316)** (cont'd)

Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 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 +142.0) 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°
	Elevator	Up	25° + 1°, -0°
	Elevator Tab	Up	10° + 1°, -0°
	Rudder	Right	23° + 0°, -2°
		Left	23° + 0°, -2°
	(measured perpendicularly to hinge line)		
Serial Numbers Eligible	FRA1500262 through FRA1500336 FA1500262 through FA1500336 (when equipped with FKA150-2311 and FKA150-2316)		

**IX. Model F152, 2PCLM (Utility Category), Approved June 2, 1977**

Engine	Lycoming O-235-L2C (1978 through 1982 model) Lycoming O-235-N2C (1983 model and on and aircraft reworked per SK152-15 or SK152-16)		
* Fuel	100LL/100 min. grade aviation gasoline		
* Engine Limits	For all operations, 2550 rpm. (110 hp) (1978 through 1982 model) For all operations, 2550 rpm. (108 hp) (1983 model and on)		
Propeller and Propeller Limits	(a) McCauley 1A103/TCM6958	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 rpm. is 2280 to 2380 rpm. No additional tolerance permitted		
	(b) Spinner: Dwg. 0450073		
Airspeed Limits (IAS) (See NOTE 3 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 lbs. (+31.0) to (+36.5) at 1350 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.9 on left side of tailcone.		

**IX. Model F152** (cont'd)

* Maximum Weight	1670 lb. 1675 lb. ramp weight (1979 model 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. total, (24.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable oil.																					
Oil Capacity	6 qt. (-14.7 unusable 2 qt.). See NOTE 1 for data on undrainable oil.																					
Control Surface Movements	<table> <tr> <td>Wing Flaps</td> <td></td> <td>Down 0° - 30° ± 2°</td> </tr> <tr> <td>Ailerons</td> <td>Up 20° ± 1°</td> <td>Down 15° + 1°</td> </tr> <tr> <td colspan="3">(aileron travel measured from 1° ± 5° droop)</td> </tr> <tr> <td>Elevator</td> <td>Up 25° ± 1°</td> <td>Down 18° ± 1°</td> </tr> <tr> <td>Elevator Tab</td> <td>Up 10° ± 1°</td> <td>Down 20° ± 1°</td> </tr> <tr> <td>Rudder</td> <td>Right 23° + 0°, -2°</td> <td>Left 23° + 0°, - 2°</td> </tr> <tr> <td colspan="3">(measured perpendicularly to hinge line)</td> </tr> </table>	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)		
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 Numbers Eligible	F15201429 through F15201980																					

**X. Model FA152, 2PCLM (Acrobatic Category), Approved June 2, 1977**

Engine	Lycoming O-235-L2C (1978 through 1982 model) Lycoming O-235-N2C (1983 model and on and aircraft reworked per SK152-15 or SK152-16)	
* Fuel	100LL/100 min. grade aviation gasoline	
* Engine Limits	For all operations, 2550 rpm. (110 hp) (1978 through 1982 model) For all operations, 2550 rpm. (108 hp) (1983 model and on)	
Propeller and Propeller Limits	(a) McCauley 1A103/TCM6958 Diameter: not over 69 in., not under 67.5 in. Static rpm. at full throttle (carburetor heat off and mixture leaned to maximum rpm.) is 2280 to 2380 rpm. For allowable variations in static rpm. at non-standard temperatures, refer to the Service manual.	23.2 lb (-36.5)
	(b) Spinner: Dwg. 0450073	
Airspeed Limits (IAS) (See NOTE 3 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 lbs. (+31.0) to (+36.5) at 1350 lbs. or less	
Empty Wt. C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.	
* Maximum Weight	1670 lb. 1675 lb. ramp weight (1979 model and on)	

**X. Model FA152** (cont'd)

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. total, (24.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable oil.		
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 Numbers Eligible	FA1520337 through FA1520425		

**Data Pertinent To All Models**

Datum	Fuselage station 0.0 (front face of firewall)		
Certification Basis	Part 3 of the Civil Air Regulations dated May 15, 1956, as amended by 3-4.		
	F152/FA152 comply with FAR 36 dated December 1, 1969 plus Amendments 36-1 through 36-5.		
	Date of Application for Type Certificate: 27 September 1966. Type Certificate No. A13EU issued 17 February 1966.		
Equivalent Safety Items	Airspeed indicator	CAR 3.757 (See NOTE 3)	
	Operating Limitations	CAR 3.778 (a)	
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition the following item of equipment is required:  Stall warning indicator, Audible, Cessna Dwg. 0413029.		

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.

FRA150M (1976 Model): F150G thru F150M (1976 Model), FA150K, FA150L, FRA150L, FRA150M:  
The certificated empty weight and corresponding center of gravity location must include unusable fuel of 21 lb. at +40 and undrainable oil of (0) lb at -13.5.

F150M (1977 Model), FRA150M (1977 Model):  
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.

F152, FA152:  
The certificated empty weight and corresponding center of gravity locations must include unusable fuel of 9 lb. at (+40) and full oil of 11.3 lb. at (-14.7) for landplane.

**Data Pertinent To All Models** (cont'd)

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) Models F150G, F150H, F150J and F150K:  
"Acrobatic maneuvers are limited to the following:

<u>Maneuver</u>	<u>Entry Speed</u>	
Chandelle	109 mph	(95 knots)
Steep Turns	109 mph	(95 knots)
Lazy Eights	109 mph	(95 knots)
Stalls (except whip)	Use Slow Deceleration	
Spins	Use Slow Deceleration	

Intentional spins with flaps extended prohibited.

Spin recovery - opposite rudder - forward elevator

Maximum design weight 1600 lb.

Maximum maneuvering speed 109 mph (95 knots)

Maximum flight maneuvering load factors

Flaps up +4.4, -1.76

Flaps down +3.5"

- (3) Model FA150K

"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 mph (103 knots)

Refer to weight and balance data for landing instructions

Flight maneuvering load factors

Flaps up +6.0, -3.0

Flaps down +3.5°

Acrobatic maneuvers with flaps extended are prohibited.

Inverted flight is prohibited.

Child's seat and/or baggage compartment must not be occupied during acrobatic maneuvering.

Spin recovery: apply opposite rudder, followed by forward elevator for normal recovery.

**THE FOLLOWING ACROBATIC MANEUVERS ARE APPROVED:**

<u>Maneuver</u>	<u>Entry Speed</u>	<u>Maneuver</u>	<u>Entry Speed</u>
Chandelles	120 mph (104 knots)	Lazy Eights	120 mph (104 knots)
Steep Turns	110 mph (96 knots)	Spins	Slow deceleration
Barrel Rolls	130 mph (113 knots)	Aileron Rolls	130 mph (113 knots)
Snap Rolls	90 mph (78 knots)	Immelmans	145 mph (126 knots)
Loops	130 mph (113 knots)	Cuban Eights	145 mph (126 knots)
Vertical		Stalls (except	
Reversements	90 mph (78 knots)	Whip Stalls)	Slow deceleration"

**Data Pertinent To All Models** (cont'd)

NOTE 2. (cont'd)

(4) Model F150L and F150M (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.

MAXIMUMS

Maneuvering Speed	109 mph 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 mph (95 knots)	Spins	Slow Deceleration
Lazy Eights	109 mph (95 knots)	Stalls (except	
Steep Turns	109 mph (95 knots)	whip stalls)	Slow Deceleration

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)

(5) Model FA150L, FRA150L and FRA150M(1971 Model through 1975 Model):

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

MAXIMUMS

Maneuvering speed	118 mph (CAS)	(103 knots)
Gross Weight	1650 lb (FRA150L and M)	
	1600 lb (FA150L)	
Flight load factor	Flaps up	+6.0, -3.0
	Flaps down	+3.5

Acrobatic maneuvers with flaps extended are prohibited.

Inverted flight is prohibited.

Child's seat and/or baggage compartment must not be occupied during acrobatics.

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. Entry Speed</u>
Chandelles	120 mph (104 knots)	Lazy Eights	120 mph (104 knots)
Steep Turns	110 mph (96 knots)	Spins	Slow Deceleration
Barrel Rolls	130 mph (113 knots)	Aileron Rolls	130 mph (113 knots)
Snap Rolls	90 mph (78 knots)	Immelmans	145 mph (126 knots)
Loops	130 mph (113 knots)	Cuban Eights	145 mph (126 knots)
Vertical		Stalls (except	
Reversements	90 mph (78 knots)	Whip Stalls)	Slow Deceleration

Spin Recovery: opposite rudder - forward elevator - neutralize controls.

Known icing conditions to be avoided.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)” (As applicable)

**Data Pertinent To All Models** (cont'd)

NOTE 2. (cont'd)

(6) Model F150M (1976 and 1977)

operating "This airplane is approved in the utility category and must be operated in compliance with the

limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering Speed (IAS)		97 knots
Gross Weight		1600 lb.
Flight Load Factor	Flaps Up	+4.4 -1.76
	Flaps Down	+3.5

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. 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 the controls prohibited above 97 knots.

Spin recovery: opposite rudder - forward elevator - neutralize controls.

Intentional spins with flaps extended are prohibited.

Flight into known icing condition prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)" (As applicable)

(7) Model FRA150M (1976 and 1977)

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

MAXIMUMS

Maneuvering Speed (IAS)		105 knots
Gross Weight		1650 lb.
Flight load factor	Flaps up	+6.0, -3.0
	Flaps down	+3.5

Acrobatic maneuver with flaps extended are prohibited.

Inverted flight is prohibited.

Baggage compartment and/or child's seat must not be occupied during acrobatics.

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. 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	Immelmans	130 knots
Loops	115 knots	Cuban Eights	130 knots
Vertical		Stalls (except	
Reversements	80 knots	Whip Stalls)	Slow

Deceleration

Abrupt use of the controls prohibited above 105 knots.

Spin recovery: opposite rudder - forward elevator - neutralize controls.

Flight into known icing condition prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)" (As applicable)

**Data Pertinent To All Models** (cont'd)

NOTE 2. (cont'd)

(8) Model F152 (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 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>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. 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 the controls prohibited above 104 knots.

Intentional spins with flaps extended are prohibited.

Flight into known icing condition 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 FA152 (1978 Model)

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

MAXIMUMS

Maneuvering Speed (IAS)			108 knots
Gross Weight			1670 lb.
Flight load factor	Flaps up		+6.0, -3.0
	Flaps down		+3.5

Acrobatic maneuver with flaps extended are prohibited.

Inverted flight is prohibited.

Baggage compartment and/or child's seat must not be occupied during acrobatics.

THE FOLLOWING ACROBATIC MANEUVERS ARE APPROVED:

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. 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	Immelmans	130 knots
Loops	115 knots	Cuban Eights	130 knots
Vertical		Stalls (except	
Reversements	80 knots	Whip Stalls)	Slow Deceleration

Abrupt use of the controls prohibited above 108 knots.

Altitude loss in a stall recovery - 160 ft.

Flight into known icing condition prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)" (As applicable)

**Data Pertinent To All Models** (cont'd)

## NOTE 2. (cont'd)

- B. In the baggage compartment: (F152, FA152) (1978 Model):  
"120 lb. maximum baggage and/or auxiliary seat passenger. For additional loading instructions see Weight and Balance Data".
- C. On the instrument panel:
  - (1) Models F150K, FA150K  
Models F150L, FA150L and FRA150L (1971):  
"Do not turn off alternator in flight except in emergency"
- D. Near fuel shutoff valve:
  - (1) Model F150G through F150N, FA150K through FA150L, FRA150L and FRA150M (1977 Model):  
"Fuel 22.5 gals. ON-OFF"
  - (2) Model F152 and FA152 (1978 Model):  
"Fuel 24.5 gals. ON-OFF"
- E. On front door post:
  - (1) Model FA150K, FA150L, FRA150L, FRA150M, F152 and FA152:  
"Emergency door release"
    - a. Unlatch door
    - b. Pull 'D' ring"
- F. On door near window latch:
  - (1) Model FA150K, FA150L, FRA150L and FRA150M (1975 Model):  
"Do not open window above 165 mph."
  - (2) On FRA150M (1976 and 1977 Model), and FA152 (1978 Model):  
"Do not open window above 143 knots IAS".
- G. On the instrument panel near overvoltage light (Model F150L, F150M, FA150L, FRA150L, FRA150M, F152 (1978 Model) and FA152 (1978 Model):
  - (1) "High voltage".
- H. On left hand instrument panel:
  - (1) Model F152 and FA152 (1978 Model):  
"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.
    - 4. Neutralize rudder and recover from dive."
- I. Model F152 and FA152 (1979 Model and on):  
All placards required in the pilot's operating handbook and FAA approved airplane flight manual must be installed in the appropriate locations.



**Data Pertinent To All Models** (cont'd)

NOTE 3. The marking of the airspeed indicator with I.A.S. 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:

<u>MODEL</u>	<u>CESSNA P/N</u>	<u>MODEL YEAR</u>
F150M	D1055-13	1976 Model
FRA150M	D1056-13	1976 Model
F150M	D1080-13	1977 Model
FRA150M	D1081-13	1977 Model
F152	D1107-13	1978 Model
FA152	D1108-13	1978 Model
F152	D1136-13 PH	1979 Model
FA152	D1137-13 PH	1979 Model
F152	D1170-13 PH	1980 Model
FA152	D1171-13 PH	1980 Model
F152	D1190-13 PH	1981 Model
FA152	D1191-13 PH	1981 Model
F152	D1210-13 PH	1982 Model
FA152	D1211-13 PH	1982 Model
F152	D1229-13 PH	1983 Model
FA152	D1230-13 PH	1983 Model
F152	D1249-13 PH	1984 Model
FA152	D1250-13 PH	1984 Model
F152	D1270-13 PH	1985 Model
FA152	D1271-13 PH	1985 Model

NOTE 4. RESERVED

NOTE 5. Near fuel tank filler:

- A. F150 series through 1977 Model and FA150 series through 1977 Model:  
"Fuel  
80/87 min. grade aviation gasoline  
Cap. 13.0 U.S. Gal."
- B. F152 and FA152 (1978 Model):  
"Fuel  
100LL/100 min. grade aviation gasoline  
Cap. 13.0 U.S. Gal."

NOTE 6. 14-volt electrical system  
(F150 series through 1977 Model and FA150 series through 1977 Model)

28-volt electrical system  
(F152 and FA152) (1978 Model and on)

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

NOTE 7. Aircraft manufactured in France prior to December 11, 2006 and subsequently placed on the U.S. Registry, may be granted a U.S. Airworthiness Certificate on the basis of 14 CFR Part 21, Section 21.183(d). This will be a recurrent airworthiness certification and requires a statement or attestation of conformity to the applicable type design at the time of original manufacture be obtained from the DGAC France. (e.g., the French TC / U.S. 21.29) This "baseline" conformity determination can then be used as a starting point for which to evaluate the aircraft's present conformity of type design and condition for safe operation as required by 21.183(d). (e.g., Review of all modifications and repairs, AD compliance, appropriate maintenance, etc., depending upon the current exporting authority and any applicable bilateral agreement.)

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