

Cessna 150 Aerobat Model Guide

The Cessna 150 Aerobat is a two-seat, single-engine piston aircraft, listed as built from 1970 to 1977. It belongs to the Cessna 150 family under type certificate 3A19. The documents give little Aerobat-only data, so confirm weights, limits and speeds in the Aerobat AFM before buying.

KEY TAKEAWAYS

- Two seats, piston engine, built 1970 to 1977. It shares type certificate 3A19 with the rest of the Cessna 150 and 152 series.
- Aerobat emergency checklist: glide with flaps up is 70mph, engine-fire glide is 100mph, and spiral dive recovery is at 80mph.
- Many airworthiness directives cover the 150 series. Ask for the AD compliance record. The schedule seen is dated 26 November 2009.
- Aerobat-specific weights and limits are not in these documents. Use the manufacturer AFM.

FAMILY HISTORY AND ENGINES

Early 150 models used the Continental O-200-A, 100 hp. Electric flaps replaced manual flaps on the 1966 150F. A 60 amp alternator replaced the generator on the 1967 150G. A French-built FRA150L Aerobat in an accident report had a Continental O-240-A, so check the engine type on the aircraft you view.

WHAT TO CHECK: ADS AND RECORDS

The 150 and 152 AD schedule lists items on the rudder spar, landing gear bulkhead, electric flap actuator, nose gear fork, exhaust, horizontal and vertical tail attachments, wing spar attachment, fuel strainer, shoulder harness and rudder stop. Many apply only to certain serial number ranges, so check each against the airframe serial number.

EMERGENCY PROCEDURES TO KNOW

The Aerobat checklist gives 70mph as the glide and approach speed after an engine failure. It gives 65mph with 40° flaps for a precautionary landing, and 80mph for let-downs through cloud. It also covers bail-out through the door. The checklist says the manufacturer AFM is the final authority.

SAFETY NOTES

- AAIB report: an FRA150L Aerobat lost control seconds after takeoff from a grass strip where performance was marginal. The pilot died. Plan takeoff performance carefully.
- An AD on electric flap actuators aims to prevent inadvertent flap retraction. Confirm compliance on any Aerobat with electric flaps.
- The Aerobat emergency checklist includes a bail-out procedure. Read the AFM before any aerobatic use.