

# CESSNA 150 G5 Model Guide

CESSNA 150 G5 is a single-engine piston aircraft in the Cessna 150 family. The library entry has no year, seat or spec data, so the figures here come from two pilot checklists plus family-level registry maximums. Use them as a starting point and verify against the aircraft's POH and logbooks before buying.

## KEY TAKEAWAYS

- Family registry data: carries up to 2 passengers, up to 109 kt cruise and up to 520 nm range. These are family maximums, not CESSNA 150 G5 figures.
- Checklists give rotation at 50-55 KIAS, climb at 60-70 KIAS and a 60 KIAS final approach. Engine oil is 4-6 quarts.
- Run-up is at 1700 RPM. One checklist allows a 150 RPM mag drop with a 75 RPM maximum difference.
- The checklists stress sampling every fuel sump and checking carb heat, aileron and flap linkages, brakes and tires.

## SPEEDS AND PERFORMANCE

Family level only: up to 109 kt cruise, 520 nm range, 20000 ft service ceiling and 700 kg MTOW. One 150G checklist lists Vx 52, Vy 72 at sea level (66 at 10,000 ft), Vs1 55, Vso 48, Vfe 100, Vno 120, Vne 162 and best glide 65, in mph. Compare these with the POH.

## WHAT TO CHECK WHEN INSPECTING

Sample both wing sumps and the belly drain for water or debris. Check the fuel tank vents, tires and brakes for leaks, and the aileron connecting rods, hinges and counterweights. Check the flap connections, the prop for cracks, and the air filter and static port. Look for skin wrinkles at the empennage, the stall warning opening, and the ammeter and vacuum in run-up.

## OPERATING NOTES

Cruise power is given as 2000-2700 RPM in one checklist and 2000-2750 in the other. Lean the mixture above 3000 ft. Use 75-80 mph in climb for engine cooling. Carb heat goes on before closing the throttle. If oil pressure does not show within 30 seconds of start, shut down. One checklist says its aircraft's parking brake is inoperative.

## V-SPEEDS

|                       |     |
|-----------------------|-----|
| Vx Best Angle Mph     | 52  |
| Vy Best Rate Mph      | 72  |
| Vs1 Stall Mph         | 55  |
| Vso Landing Stall Mph | 48  |
| Vfe Max Flaps Mph     | 100 |
| Vno Max Cruise Mph    | 120 |
| Vne Never Exceed Mph  | 162 |
| Vbg Best Glide Mph    | 65  |

## SAFETY NOTES

- Engine failure just after takeoff: land ahead within 30 degrees of the centerline and do not attempt a 180 degree turn. Fly 60 KIAS.
- Carburettor icing is a listed hazard: use carb heat on descent and before closing the throttle, and check it during run-up.
- Electrical fire in flight: master switch off, other switches off except ignition, vents and heat off, then use the extinguisher.