

CESSNA 150H Model Guide

CESSNA 150H is a single-engine piston aircraft in the Cessna 150 family. Registry data for the whole family lists up to 2 passengers, up to 109 kt cruise, up to 520 nm range and up to 20000 ft ceiling. The supplied documents are generic Cessna 150 checklists, not 150H-specific manuals, so confirm every figure against the aircraft's own POH.

KEY TAKEAWAYS

- Fuel: 26 gallons total, of which 22.5 gallons is usable, per the checklist. Oil: minimum 4 quarts, maximum 6 quarts.
- Family-level maxima only: up to 109 kt cruise, 520 nm range, 20000 ft ceiling and 700 kg MTOW. These are not 150H-specific figures.
- Both documents are generic Cessna 150 checklists. Check them against the 150H POH and logbooks before buying.

SPEEDS QUOTED IN THE CHECKLISTS

One checklist gives Vso 48 MPH, Vs 55, Vr 55, Vx 64, Vy 72, Vfe 100, Va 109, Vno 120, Vne 162 and best glide 65 MPH. The other gives rotate at 50-55 KIAS, climb 60-70 KIAS, final approach 60 KIAS, and glide 60 KIAS flaps up or 55 flaps down. The two differ, so use the POH.

WHAT TO CHECK ON INSPECTION

The checklists call for sampling the fuel sumps at each tank, plus the collector tank and strainer drain. They also call for checking oil level, air filter, static port, fuel vent, stall warning, nose strut and tire, tie-downs and the ELT antenna. Run-up at 1700 RPM: magneto drop should not exceed 150 RPM, with no more than 75 RPM difference between magnetos.

ENGINE AND ELECTRICAL BEHAVIOUR

Run-up checks include carb heat, ammeter, suction and engine instruments. Rough running procedures cover mixture, carb heat and a magneto check, L then R then Both. For a fouled plug, the checklist suggests a full-throttle lean-out and limits it to two attempts. Faults that persist mean returning to the ramp for maintenance.

SPECIFICATIONS

Fuel Capacity Total Gal	26
Usable Fuel Gal	22.5

SAFETY NOTES

- Engine fire in flight: mixture to cut-off, fuel valve off, then execute a forced landing.
- Spin recovery (PARE): power idle, ailerons neutral, full opposite rudder, elevator briskly forward.
- Electrical fire: master off, then do NOT reset circuit breakers. Bring electrics back on one at a time.