

CESSNA 150F Model Guide

The CESSNA 150F is a single-engine piston aircraft from Cessna's 150 family, which lists up to 2 passengers. The documents supplied for this guide are a preflight and procedures checklist, not a POH. They show a carbureted engine, a generator, a suction gage and a fuel selector valve. Check the model-specific specifications and limits against the POH before you buy.

KEY TAKEAWAYS

- Family-level registry data (all 150 variants): up to 520 nm range, up to 109 kt cruise, up to 700 kg MTOW, up to 20000 ft ceiling.
- Not variant-specific: the registry maxima cover the whole 150 family, not the 150F alone. Confirm the 150F's own figures in its POH.
- The checklist expects oil at 4-6 quarts and a 1700 RPM run-up with a magneto, carb heat, engine instrument and suction gage check.
- Checklist items to verify on any example: generator light not lit, fuel sumped for contaminants, fuel strainer pulled, static port clear.

WHAT TO INSPECT ON A PRE-BUY

Follow the checklist's walk-around: empennage, elevator, rudder and VOR antenna, then both wings (flap security, ailerons, leading edges, wing tips, landing gear and brakes). Sump both fuel tanks for contaminants. Check the nose wheel, propeller, oil level (4-6 quarts), fuel strainer and static port. Inside, confirm the pitot heat, required lights and fuel quantity work.

STARTING AND ENGINE BEHAVIOR

The checklist gives separate normal, hot, cold and flooded starts. Crank for 3-5 blades. If the engine does not start in 3-5 turns of the prop, stop and try something different. On a cold start, prime 2-3 strokes and crank within 10-15 seconds at most. On a flooded start, set the mixture to idle and enrichen slowly once it fires. A hard-starting example deserves a close look.

RUN-UP AND SYSTEMS CHECKS

At 1700 RPM, check the magnetos, carb heat, engine instruments and suction gage. The generator light should be not lit. Then idle, and 1000 RPM before releasing the brakes. Flaps are set to 10 for the cabin preflight, and the flight controls must be free and correct. Test each of these on a prospective purchase.

SAFETY NOTES

- Engine failure in flight: the checklist gives 65 MPH. Pick a landing area, then try mixture rich, carb heat on, fuel selector on and each magneto individually.
- Engine fire in flight: mixture idle/cutoff, fuel valve off, master off, 100 KIAS, then execute an emergency descent and forced landing.
- Engine fire on the ground: keep cranking the starter. If it fails to start, go full throttle, mixture cutoff, master, ignition and fuel valve off, then exit the aircraft.