



MORE PEOPLE BUY AND
FLY CESSNA AIRPLANES
THAN ANY OTHER MAKE

1975

WORLD'S LARGEST PRO-
DUCER OF GENERAL
AVIATION AIRCRAFT
SINCE 1956

**MODEL
150**



**OWNER'S
MANUAL**

CRUISE PERFORMANCE COMMUTER						
	75% POWER		65% POWER		55% POWER	
ALTITUDE	TAS	MPG	TAS	MPG	TAS	MPG
Sea Level	115	20.5	108	22.0	102	24.3
3500 Feet	118	21.1	112	22.9	105	25.0
7000 Feet	122	21.8	115	23.5	108	25.7
Standard Conditions				Zero Wind		

To achieve the lean mixture fuel consumption figures shown in Section VI, the mixture should be leaned as follows:

- (1) Pull the mixture control out until engine RPM peaks and begins to fall off.
- (2) Enrichen slightly back to peak RPM.

For best fuel economy at 55% power or less, operate at the leanest mixture that results in smooth engine operation or at 50 RPM on the lean side of the peak RPM, whichever occurs first. This will result in approximately 5% greater range than shown in this manual.

Carburetor ice, as evidenced by an unexplained drop in RPM, can be removed by application of full carburetor heat. Upon regaining the original RPM (with heat off), use the minimum amount of heat (by trial and error) to prevent ice from forming. Since the heated air causes a richer mixture, readjust the mixture setting when carburetor heat is to be used continuously in cruise flight.

The use of full carburetor heat is recommended during flight in very heavy rain to avoid the possibility of engine stoppage due to excessive water ingestion. The mixture setting should be readjusted for smoothest operation.