

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A13EU
Revision 11
REIMS AVIATION S.A.
CESSNA
F150G FA150K
F150H F150L
F150J FA150L
F150K FRA150L
F150M FRA150M
F152 FA152

February 25, 1987

TYPE CERTIFICATED DATA SHEET No. A13EU

This data sheet, which is part of Type Certificate No. A13EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder. Reims Aviation S.A.
Aerodrome de Reims-Prunay
France

I. Reims Aviation Model Cessna F150G, 2 PCLM (Utility Category), Approved 22 December 1966
Reims Aviation Model Cessna F150H, 2 PCLM (Utility Category), Approved 13 October 1967
Reims Aviation Model Cessna F150J, 2 PCLM (Utility Category), Approved 5 September 1968
Reims Aviation Model Cessna F150K, 2 PCLM (Utility Category), Approved 8 January 1970

Engine	Rolls Royce Continental O-200-A		
Fuel	*80/87 min. grade aviation gasoline		
Engine Limits	*For all operations, 2750 r.p.m. (100 hp)		
Propeller and Propeller Limits	1.	McCauley 1A100/MCM Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: Not over 2475, not under 2375 No additional tolerance permitted	21 lb (-32)
	2.	McCauley 1A101/DCM Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	21 lb (-32)
Airspeed Limits (CAS)	*Never exceed		162 mph (141 knots)
	*Maximum structural cruising		120 mph (104 knots)
	*Maneuvering		109 mph (95 knots)
	*Flaps extended		100 mph (87 knots)
C.G. Range	(+32.9) to (+37.5) at 1600 lbs.		
	(+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		

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I. Reims Aviation Model Cessna F150G, F150H, F150J, F150K (cont'd)

Leveling Means	Top surface at tailcone		
Maximum Weight	*1600 lb.		
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)		
Maximum Baggage	120 lb. - Reference weight and balance data		
Fuel Capacity	26 gal., (22.5 gal. usable two 13 gal. tanks in wings at +42) See NOTE 1 for system fuel and oil.		
Oil Capacity	6 qt. (-13.5, unusable 2 qt.). See NOTE 1 for data on system fuel and oil.		
Control Surface Movements	Wing Flaps		Down 0° - 40° ± 2°
	Ailerons	Up 20° +2°, -0°	Down 14° + 2°, - 0°
	Elevator	Up 25° ± 1°	Down 15° ± 1°
	Elevator Tab	Up 10° ± 1°	Down 20° ± 1°
	Rudder	Right 23° + 0°, -2°	Left 23° + 0°, - 2°
	(measured perpendicularly to hinge line)		

II. Reims Aviation Model Cessna F150K, 2 PCLM (Acrobatic Category), Approved 8 January 1970

Engine	Rolls-Royce Continental O-200-A		
Fuel	*80/87 min. grade aviation gasoline		
Engine Limits	*For all operations, 2750 r.p.m. (100 hp)		
Propeller and Propeller Limits	1. McCauley 1A101/DCM		21 lb (-32)
	Diameter:	not over 69 in., not under 67 in.	
	Static r.p.m. at maximum permissible throttle setting:	Not over 2600, not under 2500	
	No additional tolerance permitted		
Airspeed Limits (CAS)	*Never exceed	193 mph	(168 knots)
	*Maximum structural cruising	140 mph	(122 knots)
	*Maneuvering	118 mph	(103 knots)
	*Flaps extended	100 mph	(87 knots)
C.G. Range	(+32.9) to (+37.5) at 1600 lbs.		
	(+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Leveling Means	Top surface at tailcone		
Maximum Weight	*1600 lb.		
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)		
Maximum Baggage	120 lb. - Reference weight and balance data		
Fuel Capacity	26 gal., (22.5 gal. usable two 13 gal. tanks in wings at +42) See NOTE 1 for system fuel and oil.		
Oil Capacity	6 qt. (-13.5, unusable 2 qt.). See NOTE 1 for data on system fuel and oil.		

II. Reims Aviation Model Cessna F150K (cont'd)

Control Surface Movements	Wing Flaps		Down	0° - 40° ± 2°
	Ailerons	Up 20° +2°, -0°	Down	14° + 2°, - 0°
	Elevator	Up 25° ± 1°	Down	15° ± 1°
	Elevator Tab	Up 10° ± 1°	Down	20° ± 1°
	Rudder	Right 23° + 0°, -2°	Left	23° + 0°, - 2°
	(measured perpendicularly to hinge line)			

III. Reims Aviation Model Cessna F150L, 2PCLM (Utility Category), Approved 17 December 1970

Engine	Rolls-Royce Continental O-200-A		
Fuel	*80/87 min. grade aviation gasoline		
Engine Limits	*For all operations, 2750 r.p.m. (100 hp)		
Propeller and Propeller Limits	1.	McCauley 1A101/GCM (1971, 1972, 1973 models) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	27.7 lb (-34.5)
	2.	McCauley 1A101/HCM (1973, 1974 models) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	27.7 lb (-34.5)
	3.	McCauley 1A101/PCM (1974 models) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted (See Note 4 for Data on serial number eligibility)	27.0 lb (-34.5)
	4.	McCauley 1A102/OCM (1971 through 1974 models) Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: Not over 2560, not under 2460 No additional tolerance permitted	27.0 lb (-34.5)
Airspeed Limits (CAS)	*Never exceed	162 mph (141 knots)	
	*Maximum structural cruising	120 mph (104 knots)	
	*Maneuvering	109 mph (95 knots)	
	*Flaps extended	100 mph (87 knots)	
C.G. Range	(+32.9) to (+37.5) at 1600 lbs. (+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.		
Maximum Weight	*1600 lb.		
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)		
Maximum Baggage	120 lb. - Reference weight and balance data		

III. Reims Aviation Model Cessna F150L (cont'd)

Fuel Capacity	26 gal. total, (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable fuel.		
Oil Capacity	6 qt. (-13.5, unusable 2 qt.). See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing Flaps		Down 0° - 40° ± 2°
	Ailerons	Up 20° +2°, -0°	Down 14° + 2°, - 0°
	Elevator	Up 25° ± 1°	Down 15° ± 1°
	Elevator Tab	Up 10° ± 1°	Down 20° ± 1°
	Rudder	Right 23° + 0°, -2°	Left 23° + 0°, - 2°
	(measured perpendicularly to hinge line)		

IV. Reims Aviation Model Cessna FA150L, 2PCLM (Acrobatic Category), 17 December 1970

Engine	Rolls-Royce Continental O-200-A		
Fuel	*80/87 min. grade aviation gasoline		
Engine Limits	*For all operations, 2750 r.p.m. (100 hp)		
Propeller and Propeller Limits	1.	McCauley 1A101/GCM (1971, 1972, 1973 models) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	27.7 lb (-34.5)
	2.	McCauley 1A101/HCM (1971, 1972, 1973 models) Diameter: not over 69 in., not under 67 in. Static r.p.m. at maximum permissible throttle setting: Not over 2600, not under 2500 No additional tolerance permitted	27.7 lb (-34.5)
	3.	McCauley 1A102/OCM (1974 models) Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at maximum permissible throttle setting: Not over 2560, not under 2460 No additional tolerance permitted	27.0 lb (-34.5)
Airspeed Limits (CAS)	*Never exceed	193 mph (168 knots)	
	*Maximum structural cruising	140 mph (122 knots)	
	*Maneuvering	118 mph (103 knots)	
	*Flaps extended	100 mph (87 knots)	
C.G. Range	(+32.9) to (+37.5) at 1600 lbs.		
	(+31.5) to (+37.5) at 1280 lbs. or less		
Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.		
Maximum Weight	*1600 lb.		
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)		
Maximum Baggage	120 lb. - Reference weight and balance data		

IV. Reims Aviation Model Cessna FA150L (cont'd)

Fuel Capacity	26 gal. total, (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable fuel.		
Oil Capacity	6 qt. (-13.5, unusable 2 qt.). See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing Flaps		Down 0° - 40° ± 2°
	Ailerons	Up 20° +2°, -0°	Down 14° + 2°, - 0°
	Elevator	Up 25° ± 1°	Down 15° ± 1°
	Elevator Tab	Up 10° ± 1°	Down 20° ± 1°
	Rudder	Right 23° + 0°, -2°	Left 23° + 0°, - 2°

(measured perpendicularly to hinge line)

V. Reims Aviation Model Cessna FRA150L, 2PCLM (Acrobatic Category), Approved 9 February 1972

Engine	Rolls-Royce Continental O-240-A		
Fuel	*100/130 min. grade aviation gasoline		
Engine Limits	*For all operations, 2800 r.p.m. (130 hp)		
Propeller and Propeller Limits	1. McCauley 1A135/BRM		24.8 lb (-34.5)
	Diameter: not over 71 in., not under 70 in.		
	Static r.p.m. at maximum permissible throttle setting:		
	Not over 2500, not under 2400		
	No additional tolerance permitted		
Airspeed Limits (CAS)	*Never exceed	193 mph (168 knots)	
	*Maximum structural cruising	140 mph (122 knots)	
	*Maneuvering	118 mph (103 knots)	
	*Flaps extended	100 mph (87 knots)	
C.G. Range	(+33.0) to (+37.5) at 1650 lbs.		
	(+31.5) to (+37.5) at 1350 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.		
Maximum Weight	*1650 lb.		
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)		
Maximum Baggage	120 lb. - Reference weight and balance data		
Fuel Capacity	*26 gal. total, (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for system fuel and oil.		
Oil Capacity	6 qt. (-18, unusable 2 qt.). See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing Flaps		Down 0° - 40° ± 2°
	Ailerons	Up 20° +2°, -0°	Down 14° + 2°, - 0°
	Elevator	Up 25° ± 1°	Down 15° ± 1°
	Elevator Tab	Up 10° ± 1°	Down 20° ± 1°
	Rudder	Right 23° + 0°, -2°	Left 23° + 0°, - 2°

(measured perpendicularly to hinge line)

VI. Reims Aviation Model Cessna F150M, 2PCLM (Utility Category), Approved November 21, 1974

Engine	Continental O-200-A		
Fuel	*80/87 min. grade aviation gasoline		
Engine Limits	*For all operations, 2750 r.p.m. (100 hp)		
Propeller and Propeller Limits	1. McCauley 1A102/OCM		27.7 lb (-34.5)
	Diameter: not over 69 in., not under 67.5 in.		
	Static r.p.m. at maximum permissible throttle setting: Not over 2560, not under 2460		
	No additional tolerance permitted		
Airspeed Limits (CAS)	F150M (1975 Model)		
	*Never exceed	162 mph (141 knots)	
	*Maximum structural cruising	120 mph (104 knots)	
	*Maneuvering	109 mph (95 knots)	
	*Flaps extended	100 mph (87 knots)	
Airspeed Limits (IAS) (See NOTE 3 on use of IAS)	F150M (1976 Model and on)		
	*Never exceed	141 knots	
	*Maximum structural cruising	107 knots	
	*Maneuvering	97 knots	
	*Flaps extended	85 knots	
C.G. Range	(+32.9) to (+37.5) at 1600 lbs. (+31.5) to (+37.5) at 1280 lbs. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.		
Maximum Weight	*1600 lb.		
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)		
Maximum Baggage	120 lb. - Reference weight and balance data		
Fuel Capacity	26 gal. total, (22.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for system fuel and oil.		
Oil Capacity	6 qt. (-13.5 unusable 2 qt.). See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing Flaps		Down 0° - 40° ± 2°
	Ailerons	Up 20° +2°, -0°	Down 14° + 2°, - 0°
	Elevator	Up 23° ± 1°, -0°	Down 15° ± 1°
	Elevator Tab	Up 10° ± 1°	Down 20° ± 1°
	Rudder	Right 23° + 0°, -2°	Left 23° + 0°, - 2°
	(measured perpendicularly to hinge line)		

VII. Reims Aviation Model Cessna FRA150M, 2PCLM (Acrobatic Category), Approved November 21, 1974

Engine	Rolls Royce O-240-A or O-240-E (S/N FA00262 and up)
Fuel	*100/130 min. grade aviation gasoline

VII. Reims Aviation Model Cessna FRA150M (cont'd)

Engine Limits	*(O-240-A) For all operations, 2800 r.p.m. (130 hp)	
	*(O-240-E) - Takeoff (5 min.) 2800 r.p.m. (130 hp)	
	For all other operations 2650 r.p.m. (123 hp)	
Propeller and Propeller Limits	1. McCauley 1A135/BRM	24.8 lb (-34.5)
	Diameter: not over 71 in., not under 70 in.	
	Static r.p.m. at maximum permissible throttle setting:	
	Not over 2500, not under 2400	
	No additional tolerance permitted	
Airspeed Limits (CAS)	<u>FRA150M (1975 Model)</u>	
	*Never exceed	193 mph (168 knots)
	*Maximum structural cruising	140 mph (122 knots)
	*Maneuvering	118 mph (103 knots)
	*Flaps extended	100 mph (87 knots)
Airspeed Limits (IAS)	<u>FRA150M (1976 Model and up)</u>	
(See NOTE 3 on use of IAS)	*Never exceed	164 knots
	*Maximum structural cruising	123 knots
	*Maneuvering	105 knots
	*Flaps extended	85 knots
C.G. Range	(+32.9) to (+37.5) at 1650 lbs.	
	(+31.5) to (+37.5) at 1350 lbs. or less	
Empty Wt. C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.	
Maximum Weight	*1600 lb.	
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)	
Maximum Baggage	120 lb. - Reference weight and balance data	
Fuel Capacity	26 gal. (22.5 gal. usable, two 13 gal. tanks in wings at +142.0)	
	See NOTE 1 for data on unusable oil.	
Oil Capacity	6 qt. (-13.5 unusable 2 qt.). See NOTE 1 for data on undrainable oil.	
Control Surface Movements	Wing Flaps	Down 0° - 40° ± 2°
	Ailerons	Up 20° + 2°, -0° Down 14° + 2°, -0°
	Elevator	Up 25° + 1°, -0° Down 15° ± 1°
	Elevator Tab	Up 10° + 1°, -0° Down 20° + 1° - 0°
	Rudder	Right 23° + 0°, -2° Left 23° + 0°, -2°
	(measured perpendicularly to hinge line)	

VIII. Reims Aviation Model Cessna F152, 2PCLM (Utility Category), Approved June 24, 1977

Engine	Lycoming O-235-L2C (1978 through 1982 model)
	Lycoming O-235-N2C (1983 model and on and aircraft reworked per SK152-15 or SK152-16)
Fuel	*100LL/100 min. grade aviation gasoline
Engine Limits	*For all operations, 2550 r.p.m. (110 hp) (1978 through 1982 model)
	*For all operations, 2550 r.p.m. (108 hp) (1983 model and on)

VIII. Reims Aviation Model Cessna F152 (cont'd)

Propeller and Propeller Limits	1. (a) McCauley 1A103/TCM6958 Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at full throttle (carburetor heat off and mixture leaned to maximum r.p.m. is 2280 to 2380 r.p.m. No additional tolerance permitted (b) Spinner: Dwg. 0450073	23.2 lb (-36.5)
Airspeed Limits (IAS) (See NOTE 3 on use of IAS)	*Never exceed *Maximum structural cruising *Maneuvering *Flaps extended	149 knots 111 knots 104 knots 85 knots
C.G. Range	(+32.65) to (+36.5) at 1670 lbs. (+31.0) to (+36.5) at 1350 lbs. or less Straight line variation between points given.	
Empty Wt. C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.9 on left side of tailcone.	
Maximum Weight	*1670 lb. *1675 lb. ramp weight (1979 model and on)	
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)	
Maximum Baggage	120 lb. - Reference weight and balance data	
Fuel Capacity	26 gal. total, (24.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable oil.	
Oil Capacity	6 qt. (-14.7 unusable 2 qt.). See NOTE 1 for data on undrainable oil.	
Control Surface Movements	Wing Flaps Ailerons (aileron travel measured from 1° ± 5° droop) Elevator Elevator Tab Rudder (measured perpendicularly to hinge line)	Down 0° - 30° ± 2° Down 15° + 1° Down 18° ± 1° Down 20° ± 1° Left 23° + 0°, - 2°

IX. Reims Aviation Model Cessna FA152, 2PCLM (Acrobatic Category), Approved June 24, 1977

Engine	Lycoming O-235-L2C (1978 through 1982 model) Lycoming O-235-N2C (1983 model and on and aircraft reworked per SK152-15 or SK152-16)	
Fuel	*100LL/100 min. grade aviation gasoline	
Engine Limits	*For all operations, 2550 r.p.m. (110 hp) (1978 through 1982 model) *For all operations, 2550 r.p.m. (108 hp) (1983 model and on)	
Propeller and Propeller Limits	1. (a) McCauley 1A103/TCM6958 Diameter: not over 69 in., not under 67.5 in. Static r.p.m. at full throttle (carburetor heat off and mixture leaned to maximum r.p.m.) is 2280 to 2380 r.p.m. For allowable variations in static r.p.m. at non-standard temperatures, refer to the Service manual.	23.2 lb (-36.5)

IX. Reims Aviation Model Cessna FA152 (cont'd)

Propeller and Propeller Limits (cont'd)	(b) Spinner: Dwg. 0450073	
Airspeed Limits (IAS) (See NOTE 3 on use of IAS)	*Never exceed	172 knots
	*Maximum structural cruising	125 knots
	*Maneuvering	108 knots
	*Flaps extended	85 knots
C.G. Range	(+32.65) to (+36.5) at 1670 lbs. (+31.0) to (+36.5) at 1350 lbs. or less	
Empty Wt. C.G. Range	None	
Leveling Means	Jig located nut plates and screws at Station +94.63 and Station 132.94 on left side of tailcone.	
Maximum Weight	*1670 lb. *1675 lb. ramp weight (1979 model and on)	
No. of Seats	2 at (+39); (For child's optional jump seat, refer to Equipment List.)	
Maximum Baggage	120 lb. - Reference weight and balance data	
Fuel Capacity	26 gal. total, (24.5 gal. usable, two 13 gal. tanks in wings at +42.0) See NOTE 1 for data on unusable oil.	
Oil Capacity	6 qt. (-14.7 unusable 2 qt.). See NOTE 1 for data on undrainable oil.	
Control Surface Movements	Wing Flaps	Down 0° - 30° ± 2°
	Ailerons	Up 20° ± 1° Down 15° ± 1° (aileron travel measured from 1° ± 5° droop)
	Elevator	Up 25° ± 1° Down 18° ± 1°
	Elevator Tab	Up 10° ± 1° Down 20° ± 1°
	Rudder	Right 23° + 0°, -2° Left 23° + 0°, - 2° (measured perpendicularly to hinge line)

DATA PERTINENT TO ALL MODELS

Datum	Fuselage station 0.0 (front face of firewall)
Serial Numbers. Eligible	The French Government Certificate of Airworthiness for Export endorsed as noted below under "Import Requirement" must be submitted for each individual aircraft for which application for certification is made.
Certification Basis	Part 3 of the Civil Air Regulations dated May 15, 1956, as amended by 3-4. F152/FA152 comply with FAR 36 dated December 1, 1969 plus Amendments 36-1 through 36-5. Date of Application for Type Certificate: 27 September 1966. Type Certificate No. A13EU issued 22 September 1966.
Import Requirements	A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Direction Générale de l'Aviation Civile (D.G.A.C.) containing the following statement: "The airplane covered by this certificate has been examined and found to comply to the U.S. Civil Air Regulations Part 3 dated 15 May, 1956, Amendments 3-1 through 3-4, and conforms to Type Certificate No. A13EU" .

Equivalent Safety Items	Airspeed indicator Operating Limitations	CAR 3.757 (See NOTE 3) CAR 3.778 (a)
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Equipment The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition the following item of equipment is required:

1. Stall warning indicator, Audible, Cessna Dwg. 0413029.

NOTE 1. Current weight and balance report together with list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

Model F150G through F150M (1976 Model), FA150K, FA150L, FRA150L and FRA150M (1976 Model):

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 21 lb. at +40 and undrainable oil of (0) lb at -13.5.

Model F150M (1977 Model) and FRA150M (1977 Model):

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 21 lb. at (+40) and full oil of 11.3 lb at (-13.5) for landplane.

Model F152, FA152:

The certificated empty weight and corresponding center of gravity locations must include unusable fuel of 9 lb. at (+40) and full oil of 11.3 lb. at (-14.7) for landplane.

NOTE 2. The following information must be displayed in the form of composite or individual placards.

A. In full view of the pilot:

- (1) "This airplane must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals".
- (2) Model F150G, F150H, F150J and F150K:
"Acrobatic maneuvers are limited to the following:

<u>Maneuver</u>	<u>Entry Speed</u>
Chandelle	109 m.p.h. (95 knots)
Steep Turns	109 m.p.h. (95 knots)
Lazy Eights	109 m.p.h. (95 knots)
Stalls (except whip)	Use Slow Deceleration
Spins	Use Slow Deceleration

Intentional spins with flaps extended prohibited.
Spin recovery - opposite rudder - forward elevator
Maximum design weight 1600 lb.
Maximum maneuvering speed 109 m.p.h. (95 knots)

Maximum flight maneuvering load factors

Flaps up	+4.4	-1.76
Flaps down	+3.5°	

NOTE 2. (cont'd)

(3) Model FA150K

“This airplane must be operated as an Acrobatic Category airplane in compliance with the operating limitations stated in the form of placards, markings and manuals.

ACROBATIC CATEGORY

Maximum design weight 1600 lb
 Maximum maneuvering speed 118 m.p.h. (103 knots)
 Refer to weight and balance data for landing instructions
 Flight maneuvering load factors
 Flaps up +6.0 -3.0
 Flaps down +3.5°

Acrobatic maneuvers with flaps extended are prohibited.

Inverted flight is prohibited.

Child's seat and/or baggage compartment must not be occupied during acrobatic maneuvering.

Spin recovery: apply opposite rudder, followed by forward elevator for normal recovery.

THE FOLLOWING ACROBATIC MANEUVERS ARE APPROVED:

<u>Maneuver</u>	<u>Entry Speed</u>	<u>Maneuver</u>	<u>Entry Speed</u>
Chandelles	120 m.p.h. (104 knots)	Lazy Eights	120 m.p.h. (104 knots)
Steep Turns	110 m.p.h. (96 knots)	Spins	Slow deceleration
Barrel Rolls	130 m.p.h. (113 knots)	Aileron Rolls	130 m.p.h. (113 knots)
Snap Rolls	90 m.p.h. (78 knots)	Immelmans	145 m.p.h. (126 knots)
Loops	130 m.p.h. (113 knots)	Cuban Eights	145 m.p.h. (126 knots)
Vertical		Stalls (except	
Reversements	90 m.p.h. (78 knots)	Whip Stalls)	Slow deceleration

(4) Model F150L and F150M (1971 Model through 1975 Model):

“This airplane is approved in the utility category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering Speed 109 m.p.h. CAS (95 knots)
 Gross Weight 1600 lb.
 Flight Load Factor Flaps Up +4.4, -1.76
 Flaps Down +3.5

<u>Maneuver</u>	<u>Max. Entry Speed</u>	<u>Maneuver</u>	<u>Max. Entry Speed</u>
Chandelles	109 m.p.h. (95 knots)	Spins	Slow Deceleration
Lazy Eights	109 m.p.h. (95 knots)	Stalls (except	
Steep Turns	109 m.p.h. (95 knots)	whip stalls)	Slow Deceleration

Spin Recovery: opposite rudder - forward elevator - neutralize controls.

Intentional spins with flaps extended are prohibited.

Known icing conditions to be avoided.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)”

(As applicable)

NOTE 2 (cont'd)

(5) Model FA150L, FRA150L and FRA150M(1971 Model through 1975 Model):
 “This airplane is approved in the acrobatic category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering speed		118 m.p.h. (CAS) (103 knots)
Gross Weight		1650 lb (FRA150L and M) 1600 lb (FA150L)
Flight load factor	Flaps up	+6.0, -3.0
	Flaps down	+3.5

Acrobatic maneuvers with flaps extended are prohibited.

Inverted flight is prohibited.

Child's seat and/or baggage compartment must not be occupied during acrobatics.

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. Entry Speed</u>
Chandelles	120 m.p.h. (104 knots)	Lazy Eights	120 m.p.h. (104 knots)
Steep Turns	110 m p h. (96 knots)	Spins	Slow Deceleration
Barrel Rolls	130 m.p.h. (113 knots)	Aileron Rolls	130 m.p.h. (113 knots)
Snap Rolls	90 m.p.h. (78 knots)	Immelmans	145 m.p.h. (126 knots)
Loops	130 m.p.h. (113 knots)	Cuban Eights	145 m.p.h. (126 knots)
Vertical		Stalls (except	
Reversements	90 m.p.h. (78 knots)	Whip Stalls)	Slow Deceleration

Spin Recovery: opposite rudder - forward elevator - neutralize controls.

Known icing conditions to be avoided.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)” (As applicable)

(6) Model F150M (1976 and 1977)

“This airplane is approved in the utility category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering Speed (IAS)		97 knots
Gross Weight		1600 lb.
Flight Load Factor	Flaps Up	+4.4 -1.76
	Flaps Down	+3.5

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. Entry speed</u>
Chandelles	95 knots	Spins	Slow Deceleration
Lazy Eights	95 knots	Stalls(except	
Steep Turns	95 knots	whip Stalls)	Slow Deceleration

Abrupt use of the controls prohibited above 97 knots.

Spin recovery: opposite rudder - forward elevator - neutralize controls.

Intentional spins with flaps extended are prohibited.

Flight into known icing condition prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)” (As applicable)

NOTE 2 (cont'd)

(7) Model FRA150M (1976 and 1977)

“This airplane is approved in the acrobatic category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering Speed (IAS)		105 knots
Gross Weight		1650 lb.
Flight load factor	Flaps up	+6.0, -3.0
	Flaps down	+3.5

Acrobatic maneuver with flaps extended are prohibited.

Inverted flight is prohibited.

Baggage compartment and/or child's seat must not be occupied during acrobatics.

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. Entry Speed</u>
Chandelles	105 knots	Lazy Eights	105 knots
Steep Turns	100 knots	Spins	Slow Deceleration
Barrel Rolls	115 knots	Aileron Rolls	115 knots
Snap Rolls	80 knots	Immelmans	130 knots
Loops	115 knots	Cuban Eights	130 knots
Vertical		Stalls (except	
Reversements	80 knots	Whip Stalls)	Slow Deceleration

Abrupt use of the controls prohibited above 105 knots.

Spin recovery: opposite rudder - forward elevator - neutralize controls.

Flight into known icing condition prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)" (As applicable)

(8) Model F152 (1978 Model)

“This airplane is approved in the utility category and must be operated in compliance with the operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

Maneuvering Speed (IAS)		104 knots
Gross Weight		1670 lb.
Flight load factor	Flaps up	+4.4, -1.76
	Flaps down	+3.5

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. Entry speed</u>
Chandelles	95 knots	Spins	Slow Deceleration
Lazy Eights	95 knots	Stalls(except	
Steep Turns	95 knots	whip Stalls)	Slow Deceleration

Abrupt use of the controls prohibited above 104 knots.

Intentional spins with flaps extended are prohibited.

Flight into known icing condition prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR)" (As applicable)

NOTE 2 (cont'd)

(9) Model FA152 (1978 Model)

“This airplane is approved in the acrobatic category and must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering Speed (IAS)		108 knots
Gross Weight		1670 lb.
Flight load factor	Flaps up	+6.0, -3.0
	Flaps down	+3.5

Acrobatic maneuver with flaps extended are prohibited.

Inverted flight is prohibited.

Baggage compartment and/or child's seat must not be occupied during acrobatics.

THE FOLLOWING ACROBATIC MANEUVERS ARE APPROVED

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. Entry Speed</u>
Chandelles	105 knots	Lazy Eights	105 knots
Steep Turns	100 knots	Spins	Slow Deceleration
Barrel Rolls	115 knots	Aileron Rolls	115 knots
Snap Rolls	80 knots	Immelmans	130 knots
Loops	115 knots	Cuban Eights	130 knots
Vertical		Stalls (except	
Reversements	80 knots	Whip Stalls)	Slow Deceleration

Abrupt use of the controls prohibited above 108 knots.

Altitude loss in a stall recovery - 160 ft.

Flight into known icing condition prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY - NIGHT - VFR - IFR) (As applicable)

B. In the baggage compartment: (F152, FA152) (1978 Model)

“120 lb. maximum baggage and/or auxiliary seat passenger. For additional loading instructions see Weight and Balance Data”.

C. On the instrument panel:

- (1) Models F150K, FA150K
Models F150L, FA150L and FRA150L (1971)

“Don not turn off alternator in flight except in emergency”.

D. Near fuel shutoff valve:

- (1) Model F150G through F150N, FA150K through FA150L, FRA150L and FRA150M (1977 Model):

“Fuel 22.5 gals. ON-OFF”.

- (2) Model F152 and FA152 (1978 Model)

“Fuel 24.5 gals. ON-OFF”.

E. On front door post:

- (1) Model FA150K, FA150L, FRA150L, FRA150M, F152 and FA152:

“Emergency door release

1. Unlatch door
2. Pull “D” ring”.

NOTE 2 (cont'd)

- F. On door near window latch:
- (1) Model FA150K, FA150L, FRA150L and FRA150M (1975 Model)
“Do not open window above 165 m.p.h..”
 - (2) On FRA150M (1976 and 1977 Model), and FA152 (1978 Model)
“Do not open window above 143 knots IAS”.
- G. On the instrument panel near overvoltage light (Model F150L, F150M, FA150L, FRA150L, FRA150M, F152 (1978 Model) and FA152 (1978 Model):
- (1) “High voltage”.
- H. On left hand instrument panel:
- (1) Model F152 and FA152 (1978 Model)
“Spin Recovery
 1. Verify ailerons are neutral and throttle is closed.
 2. Apply full opposite rudder.
 3. Move control wheel briskly forward to break stall.
 4. Neutralize rudder and recover from dive.”
- I. Model F152 and FA152 (1979 Model and on)
All placards required in the pilot’s operating handbook and FAA approved airplane flight manual must be installed in the appropriate locations.

NOTE 3

The marking of the airspeed indicator with I.A.S. provides an equivalent level of safety to CAR 3.757 when the approved airspeed calibration data presented in Section V of the Pilot’s Operating Handbooks listed below is available to the pilot:

F150M	: Cessna P/N D1055-13	(1976 Model)
FRA150M	: Cessna P/N D1056-13	(1976 Model)
F150M	: Cessna P/N D1080-13	(1977 Model)
FRA150M	: Cessna P/N D1081-13	(1977 Model)
F152	: Cessna P/N D1107-13	(1978 Model)
FA152	: Cessna P/N D1108-13	(1978 Model)
F152	: Cessna P/N D1136-13 PH	(1979 Model)
FA152	: Cessna P/N D1137-13 PH	(1979 Model)
F152	: Cessna P/N D1170-13 PH	(1980 Model)
FA152	: Cessna P/N D1171-13 PH	(1980 Model)
F152	: Cessna P/N D1190-13 PH	(1981 Model)
FA152	: Cessna P/N D1191-13 PH	(1981 Model)
F152	: Cessna P/N D1210-13 PH	(1982 Model)
FA152	: Cessna P/N D1211-13 PH	(1982 Model)
F152	: Cessna P/N D1229-13 PH	(1983 Model)
FA152	: Cessna P/N D1230-13 PH	(1983 Model)
F152	: Cessna P/N D1249-13 PH	(1984 Model)
FA152	: Cessna P/N D1250-13 PH	(1984 Model)
F152	: Cessna P/N D1270-13 PH	(1985 Model)
FA152	: Cessna P/N D1271-13 PH	(1985 Model)

NOTE 4

RESERVED

NOTE 5

Near fuel tank filler:

- A. F150 series through 1977 Model and FA150 series through 1977 Model:
“Fuel
80/87 min. grade aviation gasoline
Cap. 13.0 U.S. Gal.”
- B. F152 and FA152 (1978 Model)
“Fuel
100LL/100 min. grade aviation gasoline
Cap. 13.0 U.S. Gal.”

NOTE 6

14-volt electrical system
(F150 series through 1977 Model and FA150 series through 1977 Model)

28-volt electrical system
(F152 and FA152) (1978 Model and on)

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (*) under Sections I through IX of this data sheet must also be displayed by permanent markings.

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