



## Cessna 150

KUA / SWM / TMO

### Airspeeds & Performance

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Stall Speed	Flaps Up, Power Off – 55 mph Flaps Down, Power Off – 48 mph
Normal Takeoff	70 mph
Best Rate	71-78 mph
Best Angle	65 or 70 mph
Enroute Normal	75-87 mph
Balked Approach (Overshoot)	Retract to 20° flaps and 65 mph
Normal Approach & Landing (No Flap)	70-80 mph
Normal Approach & Landing (Full Flap)	60-70 mph
Precautionary Landing	70 mph and 20° Flaps
Chandelles, Lazy Eights, Steep Turns	Max Entry Speed – 109 mph
Best Glide Speed (no flaps)	70 mph
Never Exceed Speed (glide, dive, or smooth air)	162 mph
Maximum Structural Cruising Speed	123 mph
Maximum Flap Extension Speed	98 mph
Maneuvering Speed	112 mph (at 1600 lbs gross weight) 107 mph (at 1450 lbs gross weight) 101 mph (at 1300 lbs gross weight)
Caution Range	123-162 mph (yellow arc)
Normal Operating Range	54-123 mph (green arc)
Flap Operation Range	48-98 mph (white arc)
Maximum Crosswind	13mph (11 kts)
Mag Check	- Max drop of 150 rpm at 1700 rpm - 75 rpm max differential between magnetos
Suction Gauge	4.6 to 5.4 inches of mercury at 1700 rpm
Fuel	- 2 standard wing tanks, 13 gallons each - 22.5 gallons useable
Stall	- alarm sounds 5-10 mph before the stall - aircraft certified in the utility category
Fuel	100LL
Oils	20W50 (year-round)
Tire Pressure	Nose wheel – 30 psi, Mains – 21 psi
Nose Gear Shock Strut	- Keep filled with hydraulic fluid - Inflated with air to 20 psi

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