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Covers the following Cessna 100 Series Years & Models

1956 - 172, 180, 182

1957 - 172, 180, 182A

1958 - 172, 175, 180A, 182A

1959 - 150, 172, 175, 180B, 182B

1960 - 150, 172A, 175A, 180C, 182C

1961 - 150A, 172B, 175B, 180D, 182D, 185

1962 - 150B, 172C, 175C, 180E, 182E, 185A

Production/model years: 1956 1957 1958 1959 1960 1961 1962

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Cessna 150 Model Information

Production was 122 in 1958, 648 in 1959 and 354 in 1960.

150A

The 1961 model incorporated enough changes to justify a suffix letter and thus was designated the 150A.

The A had its main landing gear moved aft by two inches to eliminate the problem of the aircraft ending up on its tail while loading people and baggage and also to improve nose wheel steering authority.

Cessna 150G on floats

The A also had 15 larger rear side windows and new adjustable seats. 344 were constructed. [7]

150B

The 150B was the 1962 model . It had a new propeller that increased cruise speed by 2 knots (3.7 km/h) and the option of a two-passenger child seat for the baggage compartment. 331 B models were built. [7] The Commuter version cost USD\$8,995. [8]

150C

The 1963 model was the C, which introduced the option of larger 6.00X6 inch tires to replace the standard 5.00X5 tires and fuel quick drains. 472 were completed. [7]

150D

The 1964 D model brought the first dramatic change to the 150 - the introduction of a rear window under the marketing name Omni-Vision. The rear window changed the look of the 150 and cost 3 mph (4.8 km/h) in cruise speed. It also resulted in a larger baggage compartment and a greater structural weight allowance for baggage from 80 to 120 lb (54 kg). The square tail fin from previous years was retained for another two years. Elevator and rudder mass balances were increased to reduce flutter potential caused by the less aerodynamic rear fuselage. The gross weight of the aircraft was also increased in 1964 to 1,600 lb (730 kg), where it would stay until the advent of the Cessna 152 . 804 150Ds were built. [7]

Many people find the new cabin more "airy" and pleasant, due to the increased light. [9]

150E

The 1965 Cessna 150E saw only the addition of new seats, although the standard empty weight went up 40 lb (18 kg) that year to 1,010 lb (460 kg). The E model saw production increase to 1637 aircraft. [7]

150F

The 1966 model saw great changes to the 150 design. The fin was swept back 35 degrees to match the styling of the Cessna 172 and other models. The cabin doors were made 23 wider, new brakes were brought in and the 6.00X6 tires were made standard. The previously manual flaps were now electrically actuated through a panel-mounted flap switch. The old electric stall warning system was replaced with a pneumatic-type. The baggage compartment was enlarged by 50. A total of 3087 of the newly styled F models were produced. [7]

The many refinements incorporated into the 150 over the years had cost the aircraft a lot of useful load. The very first 150 weighed 962 lb (436 kg) empty, whereas the last M Commuter II had an empty weight of 1,129 lb (512 kg). This increase in empty weight of 167 lb (76 kg) was offset only by a gross weight increase of 100 lb (45 kg) in 1964. [4] The 152 would bring a much-needed 70 lb (32 kg) increase in gross weight to 1,670 lb (760 kg).

A total of 3097 M models were built during its three-year run. [7] An additional 285 were built by Reims as the F150M and 141 FA150M Aerobats with the Rolls Royce Continental O-240-A engine. Reims also built 75 A150Ls with F150M modifications.

Cessna 172 Model Information

172

The basic 172 appeared in November 1955 as the 1956 model and remained in production until replaced by the 172A in early 1960. It was equipped with a Continental O-300 145 hp (108 kW) six-cylinder, air-cooled engine and had a maximum gross weight of 2,200 lb (998 kg). Introductory base price was USD\$8995 and a total of 4195 were constructed over the five years.

172A

The 1960 model 172A introduced a swept back tail and rudder, as well as float fittings. The price was USD\$9450 and 1015 were built.

172B

The 172B was introduced in late 1960 as the 1961 model and introduced a shorter undercarriage, engine mounts lengthened three inches (76 mm), a reshaped cowling and a pointed propeller spinner. For the first time, the "Skyhawk" name was applied to an available deluxe option package. This added optional equipment included full exterior paint to replace the standard partial paint stripes and standard avionics. The gross weight was increased to 2,250 lb (1,021 kg).

172C

The 1962 model was the 172C. It brought to the line an optional autopilot and a key starter to replace the previous pull-starter. The seats were redesigned to be six-way adjustable. A child seat was made optional to allow two children to be carried in the baggage area. The 1962 price was USD\$9895. A total of 889 172C models were produced.

172D

The 1963 172D model introduced the lower rear fuselage with wraparound Omni-Vision rear window and a one-piece windshield. New rudder and brake pedals were also added. 1146 172Ds were built. 1963 also saw the introduction of the 172D Powermatic. This was equipped with a Continental GO-300E producing 175 horsepower (130 kW) and a cruise speed 11 mph (18 km/h) faster than the standard 172D. In reality this was not a new model but was a Cessna 175 Skylark that had been renamed for its last year of production. The Skylark had gained a reputation for poor engine reliability and the renaming of it as a 172 was a marketing attempt to regain sales through rebranding. The move was not a success and neither the 1963 Powermatic nor the Skylark were produced again after the 1963 model year.

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