

Cessna Pilots Association™



150/152 Model History

The Cessna Pilots Association

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Model 150 History

John M. Frank

1959 - 150

Serial Numbers: 17001 thru 17683

Base Price - \$6,995, Average price as Delivered - \$8,795

Cessna introduces the model 150 in October of 1958. It is a two place, side by side, all metal, high wing aircraft designed for the trainer market. Initially the Model 150 was offered in three versions, the bare bones Standard, the Trainer, which came with dual controls, brakes landing light, clock, sun visors, outside air temperature gauge, cigarette lighter, turn and bank indicator as well as a Narco Superhomer VOR with nine crystals. The Commuter had all of the above plus a vacuum system and attitude and direction indicators. Features of all models include:

1. Tricycle landing gear
2. 40 degree "Para-Lift" flaps
3. Continental O-200 A engine, 100 HP. This engine initially has a 600 hour TBO which was raised to 1800 hours late in the model year
4. 14 volt, 20 amp generator
5. Gross Weight 1500 lbs
6. Fuel Capacity 26 gallons
7. Optional wheel fairings

1960 - 150

Serial Numbers: 17684 thru 17999, 59001 thru 59018

Base Price - \$7,250, Average Price as Delivered - \$8,950

1. Propeller shortened
2. Larger fuel supply lines beginning at Serial Number 17770
3. Stall warning heat and Pitot heat optional
4. 35 amp generator standard on Trainer, optional on others
5. Patroller model introduced with 38 gallon fuel capacity, Plexiglas doors for observation and a chute in the floor for dropping messages
6. Engine control knobs restyled. The throttle knob was made smaller and the mixture knob's color was changed from white to red



1961 - 150

Serial Numbers 15059019 thru 15059350

Base Price - \$7,495 Average Price as Delivered - \$8,995

1. Rear window area increased 15 percent
2. Main landing gear moved aft 2 inches
3. New design instrument panel
4. Control "Y" replaces control "T" behind panel to allow for center stacking of radios
5. Empty weight reduced 12 lbs
6. Adjustable seat
7. Interior door handles changed to flush style
8. Two Piece baggage shelf, forward section removable for more luggage space or child seat installation
9. Electrical and ignition switches moved to top of panel
10. Cleveland wheels and brakes replace Goodyear at serial number 15059119



1962 - 150B - Anniversary Edition

Serial Numbers 15059351 thru 15059700

Base Price - \$7,495, Average Price as Delivered - \$8,995

1. Contoured wing tips and navigation light fairings
2. Longer, pointed, fiberglass spinner
3. New propeller airfoil increased cruise speed 3 MPH, climb increased 20 fpm to 760 fpm and service ceiling rose 300 feet to 15,600 ft.
4. Purchasers were offered either a child's seat or a hat shelf
5. Landing gear attachment changed at serial number 15059380, landing gear bulkhead and floorboard strengthened
6. Cessna/ARC Nav-O-Matic autopilot optional on Commuter



1963 - 150C

Serial Numbers 15059701 thru 15060087

Base Price - \$7,775, Average Price as Delivered - \$9,435

1. Revised instrument panel
2. Quick drains installed in fuel strainers
3. Optional 6.0 x 6 main tires
4. Optional wheel fairings redesigned to be interchangeable with other single engine Cessna Models
5. Optional wing mounted courtesy lights

1964 - 150D

Serial Numbers 15060088 thru 15060772

Base Price - \$7,824, Average Price as Delivered - \$9,495

1. "Omni-Vision" large rear window, smaller aft fuselage
2. Gross weight increased to 1600 lbs, useful load goes up approximately 40 lbs
3. Increased baggage compartment weight from 80 lbs to 120 lbs
4. Battery moved from behind seat to right forward of firewall
5. Aerodynamic balance weight on rudder and elevator
6. Flap cable routing changed
7. Rudder pedals changed from stamped metal to cast
8. Heavy duty nose gear an option beginning with serial number 15060477 can be recognized by forward facing torque link
9. Interior color selection increased from two to four, 12 exterior colors available



1965 - 150E

Serial Numbers 15060773 thru 15061532

Base Price - \$7,825, Average Price as Delivered - \$9,525

1. Change standard seat from bench type to individual bucket seats
2. Rear view mirror installed on top of panel

1966 - 150F

Serial Numbers 15061533 thru 15064532

Base Price - \$6,995, Average Price as Delivered - \$9,275

1. Vertical stabilizer changed to 35 degree sweep back design
2. Wider, deeper cabin doors, taper at bottom of door eliminated
3. Baggage compartment enlarged 50 percent to 24 cubic feet by moving cabin wall aft by one bay
4. Electrically operated flaps replace manual flaps. Flap control became a chrome toggle switch. The flap position indicator travelled in a slot running fore and aft in the headliner above the pilot's door
5. Lengthened propeller spinner
6. Cessna/McCauley 6.00 x 6.0 wheels and brakes replace 5.00 x 5.0 size as standard size
7. Pneumatic reed horn stall warning replaces electric stall warning
8. Fuel strainer changed from glass to metal bowl
9. Rudder cable routing changed
10. Elevator trim wheel moved from floor to new center console. Elevator trim tab cable routing changed
11. Slick magnetos replace Bendix
12. Fuel shutoff valve changed from horizontal to vertical
13. Landing gear track width increased 1 1/2 inch to 6' 6 1/2 inch
14. New engine mounts and doublers at serial number 15061640
First year the model 150 was assembled in France at Cessna Affiliate Reims Aviation from subassemblies shipped from Wichita, serial numbers begin with F150



1967 - 150G

Serial Numbers 15064533 thru 15067198

Base Price - \$6,995, Average Price as Delivered - \$9,550

1. 60 amp alternator replaces generator
2. Interior cabin widened by 3 inches by bowing out doors
3. Cabin heat improved by allowing outside air to mix with heated air
4. Windshield defroster introduced
5. Stroke on nose gear strut shortened from 7 inches to 4 inches
6. Floor board aft of rudder pedals lowered for more head room
7. Replaceable downstop on nose gear torque link
8. Rubber fittings between the cowling and the fuselage reduced noise
9. Floats were offered as an option
10. Door pulls standardized on all models
11. Padding installed on top of instrument panel
12. Magneto, starter and master switches moved to lower left panel
13. Flap switch changed from a toggle switch to an airfoil-shaped lever
14. Ceramic magnet in top of instrument panel for compass adjustment, this model year only



1968 - 150H

Serial Numbers 15067199 thru 15069308

Base Price - \$7,295, Average Price as Delivered - \$10,195

1. Flap system revised to allow "hands-off" flap retraction
2. Flap position indicator moved to left door post
3. Width of center console reduced 2 inches for more knee room
4. Wing strut fairings added
5. Nylon covers on solenoid terminals
6. Ratchet type mixture control introduced
7. Optional dual heat muff winterization kit



1969 - 150J

Serial Numbers 15069309 thru 15071128

Base Price - \$7,995, Average Price as Delivered - \$11,390

1. Key type magneto/starter switch replaced pull type starter
2. New style instrument with flight instruments arranged in standard "T" configuration
3. Fueling assist steps and handles introduced
4. Rocker type master switch replaced push/pull master switch

1970 - 150K/A150K

Serial Numbers 15071129 thru 15072003; A1500001 thru A1500226

Base Price - \$5,350, Average Price as Delivered - \$11,725

"Aerobat" Base - \$10,495, Average Price as Delivered - \$12,685

1. Aerobatic version of 150 introduced, the A150K "Aerobat." This version of the 150 had some minor structural beefup to meet aerobatic requirements of +6g/-3g. Also had shoulder harnesses, G-Meter and quick jettison doors, but no inverted fuel or oil system
2. Conical Cambered Wing Tips standard on Commuter version, optional on others
3. Ground adjustable rudder tab
4. Seats redesigned for more leg room
5. Molded headliner
6. Split master switch with Battery and Alternator sides
7. Spinner installation changed at serial number 15071711
8. Late in model year production a 1.5 ohm 75 watt resistor was installed in the flasher circuit to reduce light flickering and ammeter needle twitching
9. Skylight windows standard on "Aerobat," optional on others

1971 - 150L/A150L

Serial Numbers 15072004 thru 15072628; A1500227 thru A1500276

Base Price - \$8,895, Average Price as Delivered - \$12,350

“Aerobat” Base - \$10,995, Average Price as Delivered - \$12,830

1. Tubular main landing gear replaced spring steel, gear track width increased over a foot from 6’6” to 7’7”
2. Propeller extension moved prop 3 inches forward for better efficiency and improved center of gravity
3. Nose cap shape changed for improved aerodynamics
4. Spinner installation changed
5. Landing light moved from wing to nose cowl
6. Dorsal fin lengthened
7. Wheel fairing shape changed
8. Microphone switch on control wheel and option
9. Radio speaker moved to center overhead console
10. More padding was added to upper panel
11. Padding was installed on lower panel and door posts
12. At serial number 15072577 and A1500268, doublers added to rudder hinge halves



1972 - 150L/A150L

Serial Numbers 15072629 thru 15073658; A1500277 thru A1500342

Base Price - \$9,425, Average Price as Delivered - \$12,935

“Aerobat” Base - \$11,645, Average Price as Delivered - \$14,425

1. Improved fuel caps and filler necks to reduce water entry
2. Alternator over voltage relay and warning light installed
3. Flap drive design changed
4. Seat tracks lengthened two inches
5. More padding added to lower panel
6. Check lists laminated with plastic
7. Beginning with serial numbers 15073285 and A1500325 bottom of step on main landing gear is modified to act as jack pad

1973 - 150L/A150L

Serial Numbers 15073659 thru 15074850; A1500343 thru A1500429

Base Price - \$9,425, Average Price as Delivered - \$12,935

“Aerobat” Base - \$11,645, Average Price as Delivered - \$14,425

1. Fiberglass filled nylon control wheels with urethane padding introduced
2. Vented battery, contactor installed
3. Inside door handle had dual detent beginning with serial numbers 15073080 and A1500336
4. Nose wheel changed from aluminum to steel flange at serial numbers 15074404 and A1500340
5. Steel flange wheels replace aluminum flange wheels on main landing gear at serial numbers 15074510 and A1500402
6. Flasher bulb changed from 100 watts to 125 watts at serial numbers 15074397 and A1500386



1974 - 150L/A150L

Serial Numbers 15074851 thru 15075781; A1500430 thru A1500523

Base Price - \$9,425, Average Price as Delivered - \$13,823

“Aerobat” Base - \$12,407, Average Price as Delivered - \$18,825

1. New style wheel fairings with doors for servicing tires
2. Rear view mirror integrated into glareshield
3. Improved right hand control column bearing introduced
4. Optional dual landing/taxi light in nose cowl
5. Optional wing tip strobes
6. “Aerobat” had Clark “Y” airfoil propeller for increased performance, cruise went from 100 knots to 113 knots



1975 - 150M/A150M

Serial Numbers 15075782 thru 15077005; A1500524 thru A1500609

Base Price - \$10,700, Average Price as Delivered - \$15,177

“Aerobat” Base - \$13,325, Average Price as Delivered - \$18,825

1. 6 inch increase in vertical fin and rudder height improves spin recovery. This also helped make the Aerobat’s snap rolls easier to perform
2. Checklist affixed to the right door post
3. Push-button release on mixture knob
4. Optional Commuter II avionics package includes dual Cessna-ARC nav/coms, transponder, ELT, True Airspeed Indicator and ground power receptacle
5. Optional inertia reel shoulder harnesses

1976 - 150M/A150M

Serial Numbers 15077006 thru 15078505; A1500610 thru A1500684

Base Price - \$12,650, Average Price as Delivered - \$16,745

“Aerobat” Base - \$15,250, Average Price as Delivered - \$20,060

1. All fuses replaced by circuit breakers
2. Airspeed indicator readout in knots
3. Electric oil temperature gauge replaced Bourdon tube type
4. Two circuit, transistorized instrument and dome light dimming circuits
5. Optional static discharge wicks
6. Optional vertically adjustable seats
7. Slightly redesigned wheel fairings
8. Minor instrument relocation on panel, fuel and engine gauges moved from the right panel to the lower left, in front of pilot
9. Soundproofing added to the aft doorpost covers and upper doorjamb
10. Owners Manuals enlarged and more detail added, in conformity with the new GAMA standard

1977 - 150M/A150M

Serial Numbers 150778506 thru 15079405; A1500685 thru A1500734

Base Price - \$13,950, Average Price as Delivered - \$18,225

“Aerobat” Base - \$18,400, Average Price as Delivered - \$21,750

1. Flap control detents for 10, 20, 30, and 40 degree positions
2. Flap position indicator located next to flap switch
3. Vernier mixture control



A total of 22,769 Cessna 150’s and 1,070 Cessna 150 Aerobats were built over a 27 year span. The last Cessna 150’s were delivered in April of 1977

Model 152 History

John M. Frank

The Cessna 152 was announced in April of 1977 with first deliveries of 1978 model year 152's occurring in May of 1977.

1978 - 152/A152

Serial Numbers 15279406 thru 15282031; A1520735 thru A1520808

Base Price - \$14,950, Average Price as Delivered - \$20,075

“Aerobat” Base - \$19,500, Average Price as Delivered - \$22,370

Cessna took the venerable 150 and made some very significant changes to it to deal with the problems of bigger, heavier pilots and the unavailability of 80 octane fuel. The changes were so significant that Cessna introduced the upgraded aircraft under a new model number, the Cessna 152. The most significant changes from the 150 were as follows:

1. Lycoming O-235-L2C engine rated at 110 HP replaced the Continental 100 HP O-200. TBO for the Lycoming engine was 2000 hours
2. Oil cooler installed standard
3. 28 volt electrical system replaces 14 volt system in the 150
4. Maximum flap travel reduced from 40 degrees to 30 degrees
5. Fuel tanks redesigned to reduce unusable fuel to 1.5 gallons
6. New design McCauley “Gull Wing” propeller
7. 15 x 6.00 x 6.0 main landing gear tires standard, 6.00 x 6.0 optional
8. Gross weight 1670 lbs.
9. Aileron droop rigged in commencing serial numbers 15279474 and A1520737
10. Aileron cross over cable turnbuckle located above headliner beginning with serial numbers 15281427 and A1520756

1979 - 152/A152

Serial Numbers 15282032 thru 15283591; A1520809 thru A1520878

Base Price - \$16,950, Average Price as Delivered - \$23,070

“Aerobat” Base - \$21,900, Average Price as Delivered - \$26,215

1. Split nose cowling so that lower cowling can be removed without removing propeller
2. Impulse couplings on both magnetos instead of just left magneto previously
3. Improved brake master cylinders with fewer parts
4. Revised engine primer to prime all 4 cylinders
5. Alternator regulator replaced by Alternator Control Unit (ACU)
6. Low-voltage light replaces over-voltage light
7. Ignition Harness changed to allow each magneto to fire one side top plugs and the other side bottom plugs
8. Light switch added to dome light console
9. Light switch for map light added at door pillar post
10. Seat padding increased 30 percent
11. Rear view mirror eliminated



1980 - 152/A152

Serial Numbers 15283592 thru 15284541; A1520879 thru A1520943

Base Price - \$21,300, Average Price as Delivered - \$24,175

“Aerobat” Base - \$23,250, Average Price as Delivered - \$28,150

1. Starter armature changed to turn slower to ease starting
2. Accelerator pump in carburetor replaced primer system
3. Dual windshield defrosters
4. “Manifold” type battery installed, eliminating battery box
5. Carb heat source changed from heat muff to shroud at #4 cylinder
6. Simulated wood instrument panels
7. Magneto changed to light weight Slick 42181 at serial numbers 15284028 and A1520915



1981 - 152/A152

Serial Numbers 15284542 thru 15285161; A1520944 thru A1520983

Base Price - \$26,450, Average Price as Delivered - \$30,175

“Aerobat” Base - \$25,600, Average Price as Delivered - \$32,325

1. Spin-on oil filter standard
2. Larger capacity battery contactor to reduce “welding” occurrences
3. Integral intercom standard in Trainer model, optional on others
4. Avionics cooling fan standard
5. Vertical fin and horizontal stabilizer attachment changed
6. Cabin door latch system altered at serial numbers 15284730 and A1520961
7. Interior vents changed at serial numbers 15284924 and A1520972



1982 - 152/A152

Serial Numbers 15285162 thru 15285594; A1520984 thru A1521014

Base Price - \$30,000, Average Price as Delivered - \$34,145

“Aerobat” Base - \$32,400, Average Price as Delivered - \$36,545

1. Additional fuel quick drain in belly below fuel selector
2. White toggle switches for avionics equipment introduced
3. “Bow-tie” glideslope antenna eliminated. An antenna coupler is utilized to allow the nav receiver to receive glideslope signals
4. Smaller wing root air vents to allow for better sealing



1983 - 152/A152

Serial Numbers 15285595 thru 15285833; A1521015 thru A1521025

Base Price - \$34,000, Average Price as Delivered - \$39,450

“Aerobat” Base - \$36,750, Average Price as Delivered - \$42,200

1. Engine changed to Lycoming O-235-N2C, 108 HP
2. Avionics cooling fan improved
3. Vacuum warning light standard
4. Gyro instrument installation redesigned to allow removal of gyro instruments from the front of the panel

1984 - 152/A152

Serial Numbers 15285834 thru 15285939; A1521026 thru A1521027

Base Price - \$36,400, Average Price as Delivered - \$41,935

“Aerobat” Base - \$39,350, Average Price as Delivered - \$46,720

1. Landing and taxi light returned to wing
2. Aileron hinge changed at serial number 15285916



1985 - 152/A152

Serial Numbers 15285940 thru 15286033; A1521028 thru A1521049

Base Price - \$40,900, Average Price as Delivered - \$45,345

“Aerobat” Base - \$43,850, Average Price as Delivered - \$48,295

1. Aileron hinge changed at serial number A1521028

No significant changes

152 production ceased at the end of the 1985 model year. A total of 6,620 Cessna 152's and 307 Cessna 152 Aerobats were built over an 8 year span.