Rotax Cessna 150

Artykuł sponsorowany

Why doesn't one like the little Cessna?
It's quite comfortable, absolutely predictable and correct in flight, has a greater payload than modern CS-LSA aircraft, and at the same time solid, durable, you can fly it at night and even in IFR. Almost every resort in the world you can rent it and fly for pleasure while building time.

The only disadvantages of Cessna 150 are low performance, because you would like to fly faster and farther, and they came with age, which generally translates for wear and outdated condition, occasionally minor defects, that does not let you enjoy the plane properly.

But the advantages outweigh the disadvantages, I have not met yet a pilot who does not like the little Cessna.

Is there a way to better performance

And if so, not again with great cost to improve the performance of the aircraft while keeping all airframe properties the same? This is Finnish Blue Skies Aviation O.Y. / Atol Avion O.Y.

You have Cessna 150 and out of hours engine. What's next? There is a way to second life for the plane ...

Focusing on users' wishes and the number of C150 copies in the world - almost 24,000, out of which about 150 are in Poland, a company in Rovaniemi has an update to the old, but proven airframe with a new power unit. A certified Rotax 912 engine and - attention – with a constant speed propeller Hoffman. This engine of course is powered by significantly cheaper car gasoline. Who would not want to have Cessna with variable pitch propeller? From now on a better start, and cruising above 100 knots. Because of its characteristics Cessna 150's are used mainly by aeroclubs and flight schools as well as recreational flights. In the last few years, what we have observe in Poland and in the world, the aviation schools have modernized their fleet by switching to planes with Rotax engines. Wherever we speak with a power of 100 HP, the advantages over Continental are obvious: less frequent inspections (100 hours instead of every 50 hours), less consumption of fuel, less susceptibility carburetor icing, smaller weight....

Certificated

American technology marriage with the European design is favorable for all parties. Blue Skies obtained from EASA so-called STC – Supplementary EASA Type Certificate on this modification. This means that the Cessna 150 with Rotax can be still used for training, as long as the engine is Rotax 912 S3 certified engine or F3. Night training – no problem.

The customer receives the plane, which properties and functionalities are used and at the same time with more economical and better performance, less noise. We may be missing characteristic rattle of the Continental, it's hard to imagine C150 without it, but I assure you all that residents surrounding the airports, replacement to Rotax will bring clear relief.

Conservatism lovers, this type may bother you slightly as the body of the aircraft is fitted with longer engine compartment. It is because of The use of a special adapter between the original engine mounting and built-in one for the Rotax. STC includes Cessna models 150H, F150H, A150K, FA150K, A150L, FA150L, 150K, F150K, 150L and F150 L. Unfortunately, aerobatic versions, "A", are no longer after modification approved for aerobatics, including corkscrews.

At first glance, the modified Cessna differs from the standard one by the greater length of engine cowlings

Costs

The manufacturer counts on users of Cessna 150 in which the current engine is at the end of it's life or owners who wish to do renovation or those who are able to buy the airframe cheaply, e.g. C150 for an amount of 15-20 thousand euros.

Yes modified

With this Cessna you can still train.

Price for the kit: propeller, governor, engine, engine adapter, cowlings, fixtures and fittings, additional indicators (cooling liquid temperature, cooling pressure) is 55 thousand euro.

For those who want to build up own engine, e.g. used, but it must be a certified model S3, F3, set without engine the kit costs 35 thousand euro.

Cheaper option, an uncertified engine is possible but then the modified aircraft must be registered in the category "Experimental" at the expence of losing the training opportunities with it.

Purchase of the set plus the costs of airframe renovation, if any of you have to bear it on your own will be close the amount of 80-85 thousand euros per plane checked and with complete paperwork. A good mechanic should in a few days deal with the assembly.

In general - an option to consider for many aeroclubs and schools that can cushion such an investment.

Propeller check every 6 years.

More information about Cessna 150 Rotax STC will be provided by a representative Hi-tech Aviation from Czosnów (Info@hi-techaviation.com).

The engine is a Rotax 912 S3 or F3 engine and Hoffmann HO-V352F / 170Q constant speed propeller

An important element of the kit is the engine adapter.

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