

# cessna 150 seats

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Author	Message
<p><b>N76565</b></p> <p>Posts: 2 Location: Gothenburg, NE</p> <p><a href="#">Back to top</a></p>	<p>Posted: Tue Oct 31, 2006 10:31 am Post subject: cessna 150 seats <a href="#">quote</a></p> <hr/> <p>I am trying to find the stc number to put 150 <b>seats</b> in my 140. What is the stc number and the cost to get done. Thanks for the info.</p> <p><a href="#">profile</a> <a href="#">pm</a> <a href="#">email</a></p>
<p><b>Bob Jagodzinski</b></p>  <p>Posts: 285</p> <p><a href="#">Back to top</a></p>	<p>Posted: Tue Oct 31, 2006 10:49 am Post subject: <a href="#">quote</a></p> <hr/> <p>Mine were installed via field approval. Bob N72672</p> <p><a href="#">profile</a> <a href="#">pm</a> <a href="#">email</a></p>
<p><b>John C</b></p>  <p>Posts: 718 Location: NY86</p> <p><a href="#">Back to top</a></p>	<p>Posted: Tue Oct 31, 2006 12:19 pm Post subject: <a href="#">quote</a></p> <hr/> <p>There is no STC. A field approval will be required. Do not cut metal until you have the approval! Someone's plane was held hostage for about 2 years a few years back!</p> <hr/> <p>John</p> <p><a href="#">profile</a> <a href="#">pm</a> <a href="#">email</a> <a href="#">www</a></p>
<p><b>sillsaviation</b></p>  <p>Posts: 190 Location: Leander,</p>	<p>Posted: Wed Nov 01, 2006 11:24 am Post subject: <a href="#">quote</a></p> <hr/> <p>[quote="John C"]There is no STC. A field approval will be required. Do not cut metal until you have the approval! Someone's plane was held hostage for about 2 years a few years back![/quote]</p> <hr/> <p>This is a fact you need to heed ! Take it from a 50 year old self employed A&amp;P / IA that has to deal with the worst FSDO in the country. Get your IA's Primary Maintenance Inspector involved first. Make sure he / she will approve the modification before you buy the <b>seats</b> and rails. I know it has been done many</p>

Texas

times but as the PMI's get younger and have no experience with general aviation it is harder to make them understand how minor these modifications are . They just don't want any liability.

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Joe "you didn't hear that from me" Sills  
Former owner of N1669V

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**Joe Mortland**

Posted: Sat Nov 11, 2006 11:51 pm Post subject:

[quote](#)



Posts: 153  
Location: People's Socialist Republic of Mass

Joe's right! I was talking to an old-time A&P, today, and he went to an FAA seminar where he heard an FAA representative speak in front of a large group of technicians. The move is on, to require everyone to go through a DER, (designated engineering representative), because the new PMIs have little, to no GA experience. They're airline technicians, former Military mechanics, or A&Ps who couldn't "make it" on the outside.

I'm in the middle of jumping through flaming hoops, trying to get some FAs right now, and it's frustrating to see how LITTLE these people know!  
If you can get a Fed to sign off a FA, count your blessings.

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Too many liberals!

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**Guy**

Posted: Mon Nov 13, 2006 8:52 am Post subject:

[quote](#)

Posts: 8  
Location: Nampa Id

with all due respect, unless your really short, I wouldnt do that mod. It kills your headroom, its a PITA it get the seat stops in and out, and adds another AD note to keep up on every annual. Save your \$\$ and go buy some avgas with it.

---

N72234

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**ed blevins**

Posted: Mon Nov 13, 2006 9:29 am Post subject:

[quote](#)



Posts: 269  
Location: Lovington, New Mexico

I can't help myself, I have just got to post a story that my A&P told me the other day. He was a witness to this and swears it's true! A Navajo landed at Lubbock International Lubbock, Texas to pick up passengers one morning. While the plane was on the ramp waiting on passengers to show up, a new GADO man came by and grounded the plane on the spot!! He claimed that the plane had obvious prop damage to both propellers and it was not to be moved until both of them had been replaced!!! The pilot argued with the young man, but he stood his ground until his supervisor came over from the GADO office and told him "You idiot those are "Q-TIP" props...they are supposed to look like that!!! The Navajo loaded his passengers and went on his way.

Ed

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**Bob Parks**

Posted: Mon Nov 13, 2006 9:38 am Post subject:

[quote](#)



Posts: 174  
Location: the burbs of Atlanta

**ed blevins wrote:**

I can't help myself, I have just got to post a story that my A&P told me the other day. He was a witness to this and swears it's true! A Navajo landed at Lubbock International Lubbock, Texas to pick up passengers one morning. While the plane was on the ramp waiting on passengers to show up, a new GADO man came by and grounded the plane on the spot!! He claimed that the plane had obvious prop damage to both propellers and it was not to be moved until both of them had been replaced!!! The pilot argued with the young man, but he stood his ground until his supervisor came over from the GADO office and told him "You idiot those are "Q-TIP" props...they are supposed to look like that!!! The Navajo loaded his passengers and went on his way.

Ed

This is not the first time this has happened. I recall the same thing happening to a guy in Torrance, CA with a C414 right after the new props were introduced. But like others have mentioned all the old guard that had experience and common sense have all retired. 😞

Bob Parks  
1947 C140 N140P  
Ga State rep

Trust your captain .... but keep your seatbelt securely fastened.

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**John Pegg**

Posted: Mon Nov 13, 2006 9:54 am Post subject:



As the philosopher, Voltaire once said:

**Common sense is not so common!**

Posts: 277  
Location: Northern Michigan

1946 C-140 N72845  
Northern Michigan

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**George Waters**

Posted: Sun Dec 10, 2006 9:01 pm Post subject: 150 Seats



In my stature challenged experience (5'8) installing 150 **seats** is one of the best mods you can make to the 140. Slide the seat back for easy entrance and exit. Push back and recline for cruise and put more weight on the tail. Pockets on the back for stuff. Put the life vests under the seat. When flying dual stagger the **seats** to give more shoulder room. Much more comfortable than the original. AD does not apply but check at annual anyway.

I purchased a pair of **seats** and rails from another 140 owner who gave up



Posts: 12  
Location: Central MA

getting them installed and approved. I first tried using an old 337 as data and got back the attached letter. After three submissions I got the approval. I have recently submitted all my approved data to the moderator of this site and it should be posted soon to answer any questions. Happy Holidays!!!

rejection letter.doc		Download
Description:		
Filename:	rejection letter.doc	
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Seats.jpg		Download
Description:		
Filename:	Seats.jpg	
Downloaded:	118 Time(s)	

Every flight a test flight

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**Michel Charette**

Posted: Mon Dec 11, 2006 9:33 am Post subject:



Posts: 356  
Location: Montreal, QC, Canada

I flew in 120-140s equipped with both and although the original seat gives the plane a true look of authenticity, I would not change NCJ back to them !

I love the 150 **seats**, specially the fact that I can stagger them and gain much needed shoulder space. Personnally, I can not care less about flying with my buddy holding his arm around my shoulder for lack of space !

I beleive I do have STC paperwork for mine... I'll look in my book tonight and get back to you.

Edited: ok, afterall this was not an STC but a Modification, based on info publishedby the Association actually, copying a 337 done on an US plane and approved by the local TC rep.

Sorry for the confusion... 😊

Michel C-GNCJ ('48-140 s/n 14630)

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**Joe Prato**

Posted: Mon Dec 11, 2006 10:32 pm Post subject:





Posts: 138  
Location: Livonia, NY

My plane had a field approval for 150 **seats** done for it before I bought it. The rails span the seat pans on the floor and that puts the **seats** too high for my liking (5'11"). For a shorter person (the guy who did the alteration) it would probably be good. Other than that, I would echo the comments around staggering the two **seats** to get more shoulder room in the cabin.

If anybody is interested, I'd be happy to send you a copy of the field approval. Here is what it looks like

[http://prato1.com/cessna140/Airworthiness\\_Page\\_02.jpg](http://prato1.com/cessna140/Airworthiness_Page_02.jpg)  
[http://prato1.com/cessna140/Airworthiness\\_Page\\_03.jpg](http://prato1.com/cessna140/Airworthiness_Page_03.jpg)

A fellow showed up at my field this summer in a 140 where the rails were cut down and mounted in the bottom of the pan on top of a 1/4" aluminum plate giving him much more head room. I like to go for new field approval to change over to a configuration like that. I have a copy of his field approval but it references another field approval that I don't have. George, I look forward to seeing your approved data posted. That is the key to the process now.

DCP_0060.jpg		
Description:		 <b>Download</b>
Filename:	DCP_0060.jpg	
Filesize:	52.81 KB	
Downloaded:	76 Time(s)	

Joe  
'46 140 N76867

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**Joe Prato**

Posted: Fri Dec 22, 2006 10:35 pm Post subject:



Posts: 138  
Location: Livonia, NY

A copy of a field approval for 150 **seats** mounted in the bottom of the seat pan. Only a 3/8" spacer was used.

N1609 FA1.pdf		
Description:		 <b>Download</b>
Filename:	N1609 FA1.pdf	
Filesize:	182.01 KB	
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N1609 FAfront1.pdf		
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Filename:	N1609 FAfront1.pdf	

Filesize:	197.1 KB	
Downloaded:	29 Time(s)	

Joe  
'46 140 N76867

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**Joe Mortland**



Posts: 153  
Location: People's Socialist Republic of Mass

Posted: Fri Dec 22, 2006 11:17 pm Post subject:



These 337s look real nice, but they're outdated; nowadays the Feds are harping on AC 43 210, and the ICA checklist...BIG pain in the a\$\$\$. I've been fighting with the know-nothing Feds over three Field Approvals: the Skytronics alternator STC, (for the 150s), a Whelen flashing beacon, and the leading-edge taxi/landing light installation, (which was installed by persons unknown). These former Airline & Military "mechanics" haven't the foggiest idea of what they're looking at...so frustrating!

Too many liberals!

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**Joe Prato**



Posts: 138  
Location: Livonia, NY

Posted: Sat Dec 23, 2006 9:56 am Post subject:



Yes they are old, but can be the basis for a new application with all the additional work the FAA requires now. Existing field approvals can be very helpful as part of your "approved data" package.

George Waters was kind enough to send me a copy of his recently approved field approval for 150 **seats**. I'll be sure to follow the same structure when I try to modify my existing seat installation.

Joe  
'46 140 N76867

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**Bob Jagodzinski**



Posts: 285

Posted: Sat Dec 23, 2006 5:29 pm Post subject:



337's are not approved data. They may be acceptable data to be used with approved data. Big difference. An STC or DER report would be forms of approved data. I was also told that the FAA does not have to approve DER data.... If you have approved data you wouldn't need an old 337.  
Bob N72672

**Joe Prato wrote:**

Yes they are old, but can be the basis for a new application with all the additional work the FAA requires now. Existing field approvals can be very

helpful as part of your "approved data" package.

George Waters was kind enough to send me a copy of his recently approved field approval for 150 **seats**. I'll be sure to follow the same structure when I try to modify my existing seat installation.

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**JC**

Posted: Sat Dec 23, 2006 6:54 pm Post subject:



Posts: 156  
Location: Watsonville,  
CA

**Bob Jagodzinski wrote:**

337's are not approved data. They may be acceptable data to be used with approved data.

I am not an expert, but my understanding is that a CAA form 337 dated before October 1, 1955 is approved data. See page 1.  
[http://www.faa.gov/library/manuals/examiners\\_inspectors/8300/volume2/media/2\\_001\\_00.pdf](http://www.faa.gov/library/manuals/examiners_inspectors/8300/volume2/media/2_001_00.pdf)

It might be hard to find a 337 for 150 **seats** that old tho.... 🤔

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**Joe Prato**

Posted: Sun Dec 24, 2006 11:22 pm Post subject:



Yes, these field approvals are not "approved data" I got a little ahead of my self. They will however make a big difference when submitted with the rest of your data. Having similar changes already documented makes them a lot more comfortable in approving your change. I did a field approval this summer that in my opinion, went through because I had another one just like it that was already approved.

Posts: 138  
Location: Livonia, NY

Joe  
'46 140 N76867

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**Bob Jagodzinski**

Posted: Mon Dec 25, 2006 8:15 am Post subject:



My local GADO (CRW) told me that a 337 approved under the "new guidelines" could be used and would be considered but still not approved.  
Bob N72672

Posts: 285

**Joe Prato wrote:**

Yes, these field approvals are not "approved data" I got a little ahead of my self. They will however make a big difference when submitted with the rest

of your data. Having similar changes already documented makes them a lot more comfortable in approving your change. I did a field approval this summer that in my opinion, went through because I had another one just like it that was already approved.

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## about creature comfort for large pilots

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Author	Message
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**Wings of protection**

Posts: 94  
Location: Sweden

Posted: Sun Dec 31, 2006 1:15 pm    Post subject: about creature comfort for large pilots    [quote](#)

Hi,  
Im 6'6" 200 pounds and have done some changes to be better off in the cockpit.

1. I turned the "mickey mouse" wheel 180 degrees.
2. Put the throttle at the position over the piano keys as the 48s have it.
3. Have foam cushion directly on the floor.
4. Put the seatback about 3 inches further back.

Now I just need arm rests to be perfect for long flights : )

Happy new Year and God bless you all!  
Bengt

motljus.jpg		
Description:		 <b>Download</b>
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Filesize:	113.53 KB	
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"and he will turn the hearts of the fathers to the children" last vers of the old testament.

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**vt325xi**

Posts: 46

Posted: Tue Jan 02, 2007 6:38 pm    Post subject:    [quote](#)

I'm only 6'2" and also 200 pounds. I've found that the 140 is rather accomidating for my size. What I would like to do is tilt the seat back some more. Currently I've found a way to tilt the seat back by NOT using the

adjusters on the airplane. I put the metal thing under it and use the hat rack as the stop for my seat. I'd like to modify the bracket so that I have the ability to tilt the seat back another 1-2 inches. Then I think it would be better. This would allow me to see under the wing better for other traffic. I may try removing the seat bottom as you have done and see what that does for me. Maybe get some of the swedish memory foam. For the winter time it will work out pretty good. Once summer hits, I'll bet I can leave the seat bottom alone. All this heavy clothing it pushing me forward in the seat.

Any other hints for us tall guys would be appreciated.

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**Wings of protection**

Posted: Wed Jan 03, 2007 4:55 am Post subject:



Posts: 94  
Location: Sweden

I took the hatrack out to get the seat back even more to the rear, now it stops at the bulkhead. Then I put spacers on the botton fasteners to get that back also. Work really fine.

But to get everything really good I will put one custom seat in to get more space for an extra tank and all of my gear on the long flights I intended for hte summer. As my 140 is in the experimental category I have the possibillity to do that.

I would like to heare more about the 152 seat installation. Perhaps that is the best option for us tall pilots.

"and he will turn the hearts of the fathers to the children" last vers of the old testament.

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**Joe Henrich**

Posted: Wed Jan 03, 2007 1:52 pm Post subject:



Posts: 81  
Location: Pennsylvania

The upper seat back adjusters can be turned 180 deg and re riveted ( arms will face fwd) to get another 2 inches of aft travel.  
Joe

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**vt325xi**

Posted: Thu Jan 04, 2007 11:21 pm Post subject:



Posts: 46

**Joe Henrich wrote:**

The upper seat back adjusters can be turned 180 deg and re riveted ( arms will face fwd) to get another 2 inches of aft travel.  
Joe

That is a great idea! I will look into that to fix mine and make it more useful for my long legs and to tilt the back more so that I don't have to hunch over trying to look under the wing for other traffic in level flight. I also like the ideas about how to move the seat bottom further back or even removing the cushion and replacing with thinner foam.

Thanks for the ideas.

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