

1975 Cessna 150M - N3067V

Asking: \$67,500 obo

TTAF: ~3585

Engine TSNEW: ~575 (and flying)

Useful load: 500 lbs

IFR certified: 4/2026

Has MoGas STC, Vertical Compass Card, Rosen Sunvisors (nice!), New-ish Vinyl Seats, Shoulder harnesses, LED landing light, Stratus transponder w/ADS-B out, GNC355 COM/GPS and GI-275 MFD/CDI/OBS.

Full price offers will include a single-axis Portapilot sized for the Cessna 150M with a connection to the GNC355, making it capable of tracking a GPS course or flightplan.

(Really want to nerd out on this plane? [Here's my Youtube channel](#). ;)

New Engine History: The engine is a Continental FACTORY NEW replacement in 03/2007.

- After installation, somewhat oddly, it was only flown roughly 20 hours from 2007 to 2013.
- From 2013-2015 it flew an average of 50 hours/year;
- 2016-2022 an average of 38 hours/year,
- From 2022-2026, when I annualized it, it flew another 40 hours/year; the previous owner was a retiree and student pilot who did a lot of x-country training but stopped before getting his PPL.

I took possession in Dec 2025 and have put 50+ hours on it since—and climbing.

Updates (Avionics in April 2026; Tach in May 2026):

- Replaced old Nav/Com with a GNC355 GPS/Com (WAAS capable, great modern GPS) system with standby monitoring so you can keep talking to ATC or CTAF while listening to the weather
- Replaced old Cessna indicator with GI-275 digital indicator/MFD/CDI
- Added a AV-20 for timer, AOA and situational awareness via digital Attitude
- Added avionics switch
- IFR certified as of April 2026
- Swapped old Cessna tach for a precision digital tach

Why I'm selling: I'm a member of a flying club with a Cessna 182 and a Diamond DA-40. I bought the Cessna 150 as an "extra & fun" way to fly for personal time-building and Pilots'n'Paws flights (my main hobby/mission) and for limited IFR training and capabilities. The club has decided to fold and sell both of those more complex planes, meaning I won't have access to a faster plane for business and personal trips with passengers. So, I'm selling the C150 and planning to move up to a four-seater to fit all of the missions: time-building, rescue flights, business travel and family trips.

Notes: The previous owner had an EXTENSIVE annual done by a shop at his Class C airport in Evansville, IN. Well over \$10k spent. (records in the Google Drive) After my prebuy, I had the prebuy mechanic do work on the rudder nutplates with new bolts to terminate that AD.

At my March annual, which was pretty light, we replaced the primer line and mounted a new aircraft-appropriate fire extinguisher. The avionics work cleaned up a lot of wiring behind the panel and added an avionics switch. We've also added a resistor to the intercom so that the radio sounds crisp and clear in all configurations. It's a nice setup for VFR or RNAV IFR flying.

Recent repairs/additions:

1.) On my prebuy the mechanic noted that the original tach indicated about 230 rpm low, and placarded it as such. In late May 2026, I had a digital tach installed and it now indicates correctly. It's also great for leaning for best power or economy in flight, even while climbing.

2.) My prebuy in late 2025 showed all compressions in the 70s; my March 2026 annual had two cylinders in the 50s, although still in Continental's spec. **In May 2026, my A&P lapped cylinders 3&4 and compressions are now: 67, 71, 61, 73; [log entry is here](#).**

3.) As mentioned, there are some cracks in the cargo-bay plastic, some crazing on the passenger window (I have a new window, but not yet installed) and hail marks on the top of the wings and elevators. The hail marks are not structural and show no issues with corrosion. Just small bumps. You should be able to see them in photos.

4.) A potential buyer had a pre-buy completed in June; he was based in Washington State and never saw the plane in person. After seeing a report of surface corrosion, he backed out of the sale. As a result I had the pre-buy mechanic clean up and treat that surface corrosion; log entry is in the drive. This past weekend I flew a Paws and Pilots flight for 450nm and 5+ hours and 67V performed flawlessly.

Summary: This is a great plane with an amazing panel if it fits your mission. A time-builder at 5-6 GPH that can also haul more than most any light sport on the market. (And with MOSAIC it very much qualifies as a light sport.) 500 lbs useful load is a lot for Cessna 150s or for light sport, but the modern radios are lightweight and help keep that useful load high.

I'd keep it if two planes made sense, especially since I just bought that expensive GPS and GI-275, but I need something to better fit my mission to increase cross-country flights with family, friends and animal rescues.