Normal Checklist Cessna 150

CF-QIN by Nicholas Janzen.

BEFORE STARTING ENGINE

1. Exterior **Preflight** – COMPLETE.
2. **Passenger**(Calm, NoSmoke, Doors/Windows/Seat, Fire, Control, ELT)
3. Arm **ELT.**
4. **GPS/Headset** install.
5. **Start** Time – RECORD.
6. **Seats, Belts, Harnesses** -- ADJUST & LOCKED.
7. **Fuel** Shutoff Valve -- ON.
8. Radios & Electrical Equipment – **Electronics OFF.**
9. **Brakes** -- TEST & SET.

STARTING ENGINE

1. Mixture -- **RICH.**
2. Carburetor Heat – **COLD.** (Really cold, Hot)
3. **Master** Switch -- ON.
4. **Prime** -- AS REQUIRED.
5. **Throttle** -- OPEN ¼ INCH.
6. Propeller Area -- **CLEAR.**
7. Ignition Switch -- **START.** (release)
8. Really cold, feed with primer.
9. Throttle to **1000 rpm.**
10. Wait max 30 seconds. (for pressure, otherwise shutdown)
11. **Oil Pressure** -- CHECK.
12. **Lean** for Taxi.
13. **GPS, ATIS, Radio, Taxi** Instructions.

BEFORE TAKEOFF

1. Cabin Doors -- **LATCHED.**
2. Flight Controls -- **FREE & CORRECT.**
3. **Elevator** Trim -- TAKEOFF POSITION.
4. **Fuel** Shutoff Valve -- ON.
5. **Brakes** – SET. (into the wind)
6. Really cold: full power warm, lean (with carb on) almost quit, run couple minutes.
7. Throttle -- **1700 RPM.**
8. **Lean** to Peak
9. **Magnetos** -- CHECK. (no more then 75 drop between)
10. **Carburetor** Heat -- CHECK FOR RPM DROP.
11. **Fuel, RPM, Temp, Pressure, Ammeter, Suction** -- CHECK.
12. **Idle**
13. **RPM, Temp, Pressure** -- CHECK.
14. Throttle to **1000rpm**, check **friction lock**
15. **Radio, Altimeter,** -- SET.
16. Wing **Flaps** -- AS REQUIRED.
17. **Time up**

Normal Takeoff

1. Wing Flaps -- UP (0).
2. Carburetor Heat -- COLD.
3. Throttle -- FULL OPEN.
4. Elevator Control -- LIFT NOSE WHEEL.
5. Climb Speed -- 70-80 MPH.

Maximum Performance Takeoff

1. Wing Flaps -- UP (0).
2. Carburetor Heat -- COLD.
3. Brakes -- HOLD.
4. Throttle -- FULL OPEN.
5. Brakes -- RELEASE.
6. Elevator Control -- SLIGHTLY TAIL LOW.
7. Climb Speed -- 70 MPH (with obstacles ahead).

BEFORE LANDING

1. Mixture -- RICHEN
2. Carburetor Heat Check
3. Instruments/breaker check
4. Break check
5. Approach Airspeed -- 70-80 MPH (flaps up).
6. Wing Flaps -- AS DESIRED (below 100 MPH)
7. Airspeed -- 60-70 MPH (flaps down).

AFTER LANDING

1. Wing Flaps -- UP.
2. Carburetor Heat -- COLD.
3. Transponder standby.
4. Radio.
5. Time down.

SECURING AIRCRAFT

1. Radios, Electrical Equipment -- OFF.
2. Mag check.
3. Mixture -- IDLE CUT-OFF .
4. Magnetos -- OFF.
5. Master Switch -- OFF.
6. Control Lock -- INSTALL.
7. Time off -- RECORD.
8. Tie Down

Airspeeds (MCAS)

Vr	**Rotate**	55	Vx	**Angle**	70
Vy	**Rate**	78	Va	**Cruse**	109
Vs	**Stall**	55	Vf	**Flaps**	100
Vno	**Stable**	120	Vne	**Never**	162

Engine Failure During Takeoff Run:

Throttle	**Idle**
Brakes	**Apply**
Flaps	**Retract**
Mixture	**Idle Cutoff**
Ignition Switch	**Off**
Master Switch	**Off**

Engine Failure Immediately After Takeoff:

1. **If enough runway remaining to land:**

Throttle	**Idle**
Land airplane	
Brakes	**Apply**
Flaps	**Up**
Mixture	**Idle cutoff**
Ignition Switch	**Off**
Master Switch	**Off**

2. **Not enough runway to land**

Airspeed	**60 KIAS (69 MPH)**
Fly runway heading to emergency landing site	
Mixture	**Idle cutoff**
Fuel shutoff	**Off**
Ignition switch	**Off**
Flaps	**As required**
Master switch	**Off**

Doors.....Ajar

Emergency Landing Without Engine Power:

1. **Fly the airplane**

Airspeed	**65 KIAS / 75 MPH (flaps up)** **55 KIAS / 64 MPH (flaps down)**

2. **Prepare aircraft for landing**

Mixture	**Idle cutoff**
Fuel Shutoff	**Off**
Ignition Switch	**Off**
Flaps	**As required (40° recommended)**
Master Switch	**Off**
Doors	**Unlatch prior to touchdown**

3. **Landing**

Touchdown	**Slightly tail low**
Brakes	**Apply heavily**

Engine Failure In Flight:

1. **Gain all the altitude you can!**
   Pull back (gently) to use the aircraft's momentum to gain altitude until airspeed falls off to the optimum glide speed (60 KIAS - 69 MPH).

2. **Airspeed - Optimum glide speed 60 KIAS (69 MPH)**
   Trim the airplane for optimum glide speed..

3. **Find a suitable place to land and fly to it**
   If altitude and distance to selected site permit, try to set up a normal landing pattern. If that's not possible, take what you can get. Regardless of whether or not a full pattern can be set up, make sure the approach results in a landing parallel to any furrows in the selected field.

4. **If time permits, try to correct the problem**

Fuel shut-off	**On**
Mixture	**Rich (in)**
Throttle	**1/4 Inch**
Carburetor Heat	**On (out)**
Primer	**In and Locked**
Master Switch	**On (Both sides)**
Ignition switch	**Both magnetos Start - if propeller is stopped.**

5. **If still have time communicate**

Transponder	**7700**
Comm Radio	**121.5**

Engine Fire During Start Up:

Cranking — **Continue**

Getting the engine to start will suck flames and accumulated fuel into the engine.

If Engine Starts

Power - 1,700 RPM for a few minutes

Engine - Shutdown and inspect for damage.

If Engine Fails to Start

Continue cranking for 2 to 3 minutes.

Obtain fire extinguisher

Master Switch - Off

Ignition Switch - Off

Fuel Shutoff - Off

Extinguish fire with extinguisher, seat cushion, blanket, etc. or dirt.

Try to remove air filter if it is on fire

Inspect for damage and have repairs made before attempting another flight.

Engine Fire In Flight:

Mixture	**Idle cutoff**
Fuel Shutoff	**Off**
Master Switch	**Off**
Cabin Heat and Air	**Off (except overhead vents)**
Airspeed	**85 KIAS (98 MPH)**

If that does not extinguish the fire increase airspeed to that which produces an incombustible mixture.

Be aware of critical speeds; V_{NO} (107 KIAS/123 MPH) and V_{NE} (141 KIAS/162 MPH).

Landing — **Forced Landing Without Power**

Electrical Fire In Flight:

1. **Extinguish Fire**

Master Switch	**Off**
All other Switches	**Off**
Ignition	**On**
Vents, Cabin Heat/Air	**Closed**
Fire Extinguisher	**Activate**

2. **If fire appears to be out and electrical equipment is needed**

Master Switch	**On**
Circuit Breakers	**Check for faulty circuit - do not reset.**
Radio/Electrical	**On one at a time, with delay between until short circuit is localized.**
Vents, Cabin Heat/Air	**Open once it is ascertained that the fire is completely extinguished.**

Cabin Fire:

Master Switch	**Off**
Vents, Cabin Heat/Air	**Closed**
Fire Extinguisher	**Activate**

After using fire extinguisher within a closed cabin ventilate the cabin.

Landing	**As soon as possible**

Wing Fire:

Navigation lights	**Off**
Strobe Lights	**Off**
Pitot Heat	**Off**

Attitude

Perform side-slip to keep the flames away from the fuel tank and cabin.

Land — **ASAP**

Do not use flaps.