

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 than 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
Glide 70		XW Cross 15			

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
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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
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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.

Landing	ASAP
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Do not use flaps.