

Normal Checklist Cessna 150

Refer to Aircraft Flight Manual for **N1605Q**

BEFORE STARTING ENGINE

1. Exterior Preflight / TOW BAR – COMPLETE / REMOVED.
2. Seats, Belts, Harnesses -- ADJUST & LOCKED.
3. Fuel Shutoff Valve -- ON.
4. Radios & Electrical Equipment -- OFF.

STARTING ENGINE

1. Mixture -- RICH.
2. Carburetor Heat -- COLD.
3. Master Switch -- ON.
4. Prime -- AS REQUIRED.
5. Throttle -- OPEN ½ CM.
6. Propeller Area -- CLEAR.
7. Ignition Switch -- START. *(release when engine starts)*
8. Oil Pressure -- CHECK GREEN.
9. Avionics/Transponder -- ON/STBY

TAXI

1. Elevator Trim -- TAKEOFF POSITION.
2. Taxi Light – ON
3. Nosewheel steering – FREE & CORRECT.
4. Horizon / Turn Coordinator / Compass – CHECKED.

BEFORE TAKE OFF

1. Flight Controls -- FREE & CORRECT.
2. Fuel Shutoff Valve -- ON.
3. Cabin Doors – CLOSED.
4. Throttle -- 1700 RPM.
 - a. Magnetos -- CHECK (Drop max. RPM 150/ max. diff. BETWEEN RPM 75)
 - b. Carburetor Heat -- CHECK FOR RPM DROP.
 - c. Engine Instruments and Ammeter -- CHECK.
 - d. Suction Gauge -- CHECK GREEN (4.6-5.4)
5. Flight Instruments and Radio -- SET.
6. Transponder – Mode S.
7. Wing Flaps -- AS REQUIRED.

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)*.

ENROUTE CLIMB

1. Airspeed -- 75 – 85 MPH.
2. Throttle -- FULL OPEN.
3. Mixture -- RICH. *(Unless engine is rough)*.

CRUISE

1. Power -- 2000 to 2750. *(No more than 75%)*.
2. Elevator Trim -- ADJUST.
3. Mixture -- LEAN.

BEFORE LANDING

1. Mixture -- RICH
2. Carburetor Heat -- ON *(apply before closing throttle)*.
3. Airspeed -- 80 MPH *(flaps 10°)*.
4. Wing Flaps -- AS DESIRED *(below 100 MPH)*
5. Airspeed -- 70 MPH *(flaps 20°/30°/40°)*.
6. Landing Light – ON.

BALKED LANDING

1. Throttle -- FULL OPEN.
2. Carburetor Heat -- COLD.
3. Wing Flaps -- RETRACT TO 20°
4. Airspeed -- 65 MPH
5. Wing Flaps -- RETRACT *(slowly)*.

Emergency Checklist

NORMAL LANDING

1. Touchdown -- MAIN WHEELS FIRST.
2. Landing Roll -- LOWER NOSE WHEEL GENTLY.
3. Braking -- MINIMUM REQUIRED.

AFTER LANDING

1. Wing Flaps -- UP.
2. Carburetor Heat -- COLD.
3. Transponder - STBY
4. Landing Light - OFF.

SECURING AIRCRAFT

1. Parking Brake -- SET
2. Radios, Electrical Equipment / Lights -- OFF
3. Mixture -- IDLE CUT-OFF
4. Magnetos -- OFF
5. Master Switch -- OFF.
6. Control Lock -- INSTALL.
7. Aircraft Log / AID Entry - DONE.

POWER SETTING TABLE (according AFM table)

		55%	65%	75%
2500	ft/AMSL	2300 RPM	2500 RPM	2600 RPM
5000	ft/AMSL	2400 RPM	2500 RPM	2650 RPM
7500	ft/AMSL	2500 RPM	2600 RPM	2700 RPM
10000	ft/AMSL	2500 RPM	2700 RPM	XXXXXXX
12500	ft/AMSL	2600 RPM	2650 RPM	XXXXXXX

<div style="text-align: center; background-color: red; color: white; padding: 2px; margin-bottom: 5px;">ENGINE FIRE DURING START</div> <p>Continue Cranking Engine If Starts – Power 1700RPM for 3 Minutes then Shutdown If No Start – Mixture Cut Off, Fuel Selector Off, Master Off, Ignition Off, Exit and Extinguish</p> <div style="text-align: center; background-color: red; color: white; padding: 2px; margin-bottom: 5px;">ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF</div> <p>Airspeed – 60 KIAS Fuel Selector – Off Mixture – Cut Off Ignition Switch – Off Master – Off</p> <div style="text-align: center; background-color: red; color: white; padding: 2px; margin-bottom: 5px;">ENGINE FAILURE DURING FLIGHT</div> <p>Airspeed – 60 KIAS Pick a Landing Site Fuel Selector – On Mixture – Rich Throttle – Open ½ Inch Carburetor Heat – On Primer – In and Locked Ignition – Both (Engage Starter if Propeller Stopped) - If No Restart - Airspeed – 60 KIAS Squawk 7700 Declare Emergency – 121.5 Fuel Selector – Off Mixture – Cut Off Ignition – Off Seat Belts – Very Secure Unlatch Doors</p> <div style="text-align: center; background-color: red; color: white; padding: 2px; margin-bottom: 5px;">ELECTRICAL FIRE IN FLIGHT</div> <p>Master – Off All Electrical Switches – Off Vents, Cabin Air, Cabin Heat Closed - Continue Only if Critical - Master – On Turn On One Essential Electrical Device At A Time Circuit Breakers – Reset</p> <div style="text-align: center; background-color: red; color: white; padding: 2px; margin-bottom: 5px;">ENGINE FIRE IN FLIGHT</div> <p>Mixture – Cut Off Fuel Selector – Off Master – Off Cabin Air and Heat – Off Overhead Vents – As Req. Increase Airspeed to Extinguish Fire</p>	<div style="text-align: center; background-color: red; color: white; padding: 2px; margin-bottom: 5px;">ICING</div> <p>Pitot Heat – On Carb. Heat – On Cabin Heat – On Throttle – Full Open Turn or Change Altitude for a Higher OAT Approach Speed – Higher (75 KIAS)</p> <div style="text-align: center; background-color: red; color: white; padding: 2px; margin-bottom: 5px;">ELECTRICAL MALFUNCTIONS</div> <p>Ammeter Shows Excessive Rate of Charge Alternator – Off Nonessential Electrical Equipment – Off Terminate Flight Ammeter Shows Insufficient Rate of Charge Avionics – Off Master – Recycle Nonessential Electrical Equipment – Off Terminate Flight Radio Failure Circuit Breakers – In Volume/Squelch – Check Headset Plug – Secure Communication Selector Panel – Set Avionics Master – Recycle Squawk – 7600</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: center;">Color and Type of Signal</th> <th style="text-align: center;">Aircraft on the Ground</th> <th style="text-align: center;">Aircraft in Flight</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Steady Green</td> <td style="text-align: center;">Cleared for takeoff</td> <td style="text-align: center;">Cleared to land</td> </tr> <tr> <td style="text-align: center;">Flashing Green</td> <td style="text-align: center;">Cleared for taxi</td> <td style="text-align: center;">Return for landing (followed by steady green)</td> </tr> <tr> <td style="text-align: center;">Steady Red</td> <td style="text-align: center;">STOP</td> <td style="text-align: center;">Give way to other aircraft and continue circling</td> </tr> <tr> <td style="text-align: center;">Flashing Red</td> <td style="text-align: center;">Taxi clear of the runway in use</td> <td style="text-align: center;">Airport unsafe, do not land</td> </tr> <tr> <td style="text-align: center;">Flashing White</td> <td style="text-align: center;">Return to starting point on airport</td> <td style="text-align: center;">Not applicable</td> </tr> <tr> <td style="text-align: center;">Alternating Red and Green</td> <td style="text-align: center;">Exercise Extreme Caution</td> <td style="text-align: center;">Exercise Extreme Caution</td> </tr> </tbody> </table>	Color and Type of Signal	Aircraft on the Ground	Aircraft in Flight	Steady Green	Cleared for takeoff	Cleared to land	Flashing Green	Cleared for taxi	Return for landing (followed by steady green)	Steady Red	STOP	Give way to other aircraft and continue circling	Flashing Red	Taxi clear of the runway in use	Airport unsafe, do not land	Flashing White	Return to starting point on airport	Not applicable	Alternating Red and Green	Exercise Extreme Caution	Exercise Extreme Caution
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