

Cessna 150G Checklist
N3495J

Cessna 150G Preflight Inspection N3495J

1. Remove Control/Gust Locks
2. Remove pitot tube cover
3. AROW Documents - Must be in Aircraft
4. Check Emergency Equip (Fire Extinguisher, ELT)
5. Check ignition switch OFF
6. Master Switch ON
 - a. Pitot heat ON
 - b. Check Fuel Quantity
 - c. Flaps to 20 degrees
 - d. All Lights On (Nav, Strobe, Landing)
7. Walk around and check:
 - a. Landing/Taxi Lights
 - b. Nav Lights
 - c. Strobes
 - d. Pitot Heat
8. Lights OFF
9. Pitot heat OFF
10. Master Switch OFF
11. Set trim for takeoff
12. Left main gear
 - a. Check tire wear/tread, pressure
 - b. Check for leaking brakes
13. Left Wing
 - a. Pitot tube - check clear
 - b. Disconnect Tie Down
 - c. Check Strut
 - d. Fuel tank vent tube - clear
 - e. Leading Edge - Stall Horn, Vent
 - f. Wing Tip - secure - no major cracks
 - g. Aileron - connecting rods, hinges, counterweights secure
 - h. Flap - connections secure

14. Empenage

- a. Check for wrinkles in skin
- b. Antennas secure
- c. Horizontal and Vertical stabilizers - secure
- d. Elevator - free movement, connections secure
- e. Trim Tab - secure
- f. Rudder - Free movement, secure
- g. Disconnect tie down

15. Right Wing

- a. Flap - connections secure
- b. Aileron - connecting rods, hinges, counterweights secure
- c. Wing Tip
- d. Leading Edge
- e. Disconnect Tie Down
- f. Check Strut

16. Right Main Gear

- a. Check tire wear/tread, pressure
- b. Check for leaking brakes (red hydraulic fluid on brake lines or on ground)

17. Nose

- a. Oil - 4-6 quarts
- b. Fuel sump - drain
- c. Check cowl - secure
- d. Engine compartment - free of debris
- e. Spinner - all screws present and secure
- f. Prop - check for cracks
- g. Nose wheel and strut
- h. Air Filter/Intake
- i. Static Port

18. Fuel

- a. Left Tank - check quantity
- b. Left Sump - check for debris/water
- c. Right Tank - check quantity
- d. Right Sump - check for debris/water
- e. Belly Drain - check for debris/water

Before Engine Start

1. Preflight Inspection Complete
2. Passenger Briefing Complete
3. Seats and Seat Belts Set
4. Brakes - Test
5. Fuel Valve ON
6. Mixture Rich
7. Carb Heat - OFF
8. Propeller Area Clear Visually
9. Prime (as required)
10. Beacon ON
11. Master Switch ON
12. **MAKE SURE ALL RADIOS, GPS, are OFF**
14. Ignition - turn key to BOTH position

Starting Engine

1. Throttle - Open ¼ inch
2. Announce "CLEAR PROP"
3. PULL to start
4. Throttle to 1000 RPM
5. Oil Pressure CHECK

If no oil pressure within 30 sec, shutdown immediately.

6. Ammeter CHECK
7. Vacuum CHECK
8. Mixture LEAN a few turns

After Start

1. Start Flight Timer
2. Flaps UP
3. Avionics ON
4. Radios Check
5. ATIS/AWOS record
6. Set Altimeter
7. Brakes Check

Before Take Off

1. Cabin Doors and windows LATCHED
2. Flight Controls Free and Correct
3. Fuel Quantity Check
4. Fuel Valve ON
5. Elevator Trim to "Take Off"
6. RUN-UP
 - a. Throttle to 1700 RPM
 - b. Mags CHECK
 - c. Engine Instruments CHECK
 - d. Vacuum CHECK
 - e. Ammeter CHECK
 - f. Carb Heat CHECK
 - g. Idle CHECK
 - h. Throttle to 1000 RPM
7. Flaps SET as required
8. Emergency Briefing COMPLETE
9. Departure Briefing COMPLETE

Runway Items

1. Heading Indicator - SET to compass
2. Transponder - SET to ALT
3. Lights - As Required
4. Mixture – RICH
5. Carb Heat – OFF
6. Check windows are latched
7. Record Time – Start GoPro if equiped.

Normal Takeoff

1. Flaps UP
2. Carb Heat – OFF
3. Throttle FULL OPEN
4. Rotate 50 MPH
5. Pitch for Climb attitude @ V_y - 72 MPH until obstacles cleared

Maximum Performance Take-off

1. Flaps 10 degrees
2. Carb Heat COLD
3. Brakes HOLD
4. Throttle FULL OPEN
5. Engine Instruments GREEN ARC
6. Brakes RELEASE
7. Elevator Control NEUTRAL
8. Climb Speed V_x - 52 MPH

Climb

1. Airspeed 75-80 MPH (for best engine cooling)
2. Throttle FULL OPEN
3. Mixture RICH
4. Retract Flaps as necessary

Cruise

1. Power 2000 to 2750 MPH (<75%)
2. Trim as necessary
3. Mixture LEAN to max RPM (above 3000 feet)
4. Engine Instruments - Check
5. Heading - Set to Compass

Approach Descent

1. ATIS/ASOS
2. Throttle SET as required
3. Carb Heat ON below 2000 RPM
4. Mixture SET
5. Altimeter SET
6. Approach Briefing COMPLETE

Before Landing

1. Lights SET
2. Mixture RICH
3. Carb Heat ON (set before reducing throttle)
4. Fuel valve CHECK ON

After Landing

1. Lights SET
2. Flaps UP
3. Carb heat COLD
4. Transponder STANDBY
5. Radios SET

Shutdown

1. Avionics OFF (Radio, transponder, Comm, GPS)
(Make sure all avionics are turned off individually before shutdown)

2. Lights OFF
3. Mixture CUTOFF
4. Ignition OFF
5. Master Switch OFF
6. Stop flight timer or record time
7. Stop GoPro camera

Securing

1. DO NOT engage parking brake. It is INOP.
2. Control Lock INSTALL
3. Pitot Cover Install
4. Chocks
5. Tie-downs SET
6. Gust Locks Install

V Speeds

Vr	50	Rotation Speed
Vx	52	Best angle of climb
Vy	72	Best Rate of climb (at Sea Level)
	66	Best Rate of Climb (at 10,000)
Va	109	Max maneuvering speed
Vs1	55	Stall Speed
Vso	48	Stall Speed in landing config
Vfe	100	Max Flaps Extended
Vno	120	Max Cruise Speed
Vne	162	Never Exceed Speed
Vbg	65	Best Glide

Nut Tree Frequencies

- CTAF 123.05
- ASOS 134.75
- Emergency 121.5

Passenger Brief

Doors, seats & seatbelts (positive latch), emergency exits, fire extinguisher, no smoking, PIC authority

Instrument Check

- Airspeed indicator should be zero
- Attitude indicator should be blue over black/brown & within five degrees
- Altimeter should be within 75 feet of field elevation
- Vertical speed indicator should read zero
- Heading indicator should match magnetic compass – which should have no crack, leaks, or bubbles
- Turn coordinator should be level (if airplane is) with the ball in the cage – no cracks, leaks, or bubbles

PRE-TAKEOFF BRIEF

Engine failure or abnormality during takeoff roll:

IMMEDIATELY CLOSE THROTTLE,

STOP STRAIGHT AHEAD, & AVOID OBSTACLES

If not enough runway remains to stop:

Mixture Cutoff
Fuel shutoff valve Pull out/off
Battery master Off
Ignition switch Off
Avoid obstacles

Engine failure immediately after takeoff:

Land on remaining runway/within 30° of centerline. Avoid obstacles. Do not attempt 180° turn.

Airspeed Best glide
Flaps As necessary
Power As available
Time permitting Declare an emergency
Fuel shutoff valve Pull out/off
Mixture Idle cutoff
Ignition Off
Battery master Off

Configurations

Clean configuration:

Fuel ON

Mixture rich

Flaps zero

Landing configuration:

Carb heat on

Fuel ON

Mixture rich

Flaps as necessary

Cruise configuration:

Fuel ON

Mixture leaned above 3000 ft

Flaps zero




New Carburettor icing-probability chart

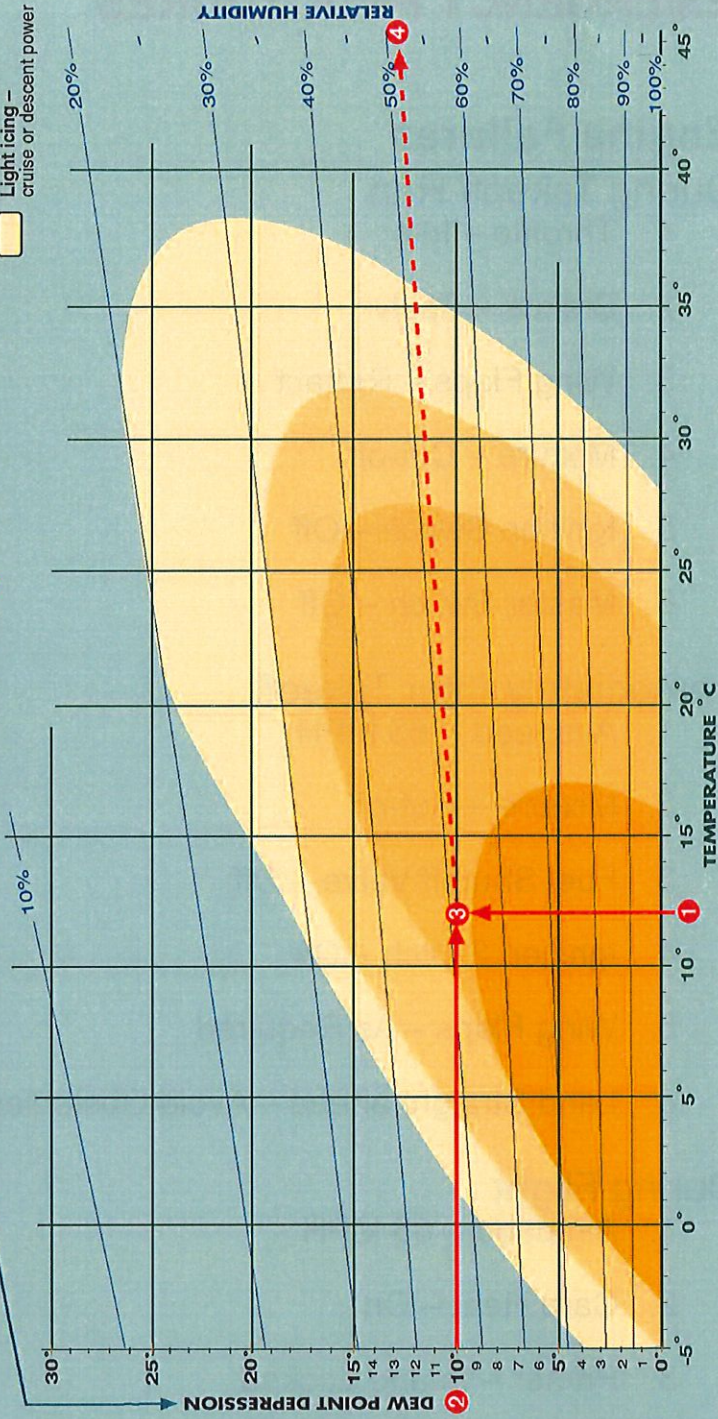
To use this chart:

- obtain the temperature and dew point
- calculate the difference between the two. This is the 'dew point depression'
- for example, if the temperature is 12°C **1** and the dew point is 2°C the dew point depression will be 10°C **2**
- for icing probability, refer to the shading legend appropriate to the intersection of the lines **3**
- for relative humidity, refer to the right hand scale **4**

To work out dew point depression:

$$\text{Temp} \text{ Minus Dew Pt.} = \text{Dew Pt. Depression}$$

-  Serious icing - any power
-  Moderate icing - cruise power;
-  Serious icing - descent power
-  Serious icing - descent power
-  Light icing - cruise or descent power



EMERGENCY PROCEDURES

Engine Failures

During Takeoff Run

1. Throttle – Idle
2. Brakes – Apply
3. Wing Flaps – Retract
4. Mixture – Cut-off
5. Ignition Switch – Off
6. Master Switch – Off

Immediately After Takeoff

1. Airspeed -- 65 MPH
2. Mixture – Cut-off
3. Fuel Shutoff Valve – Off
4. Ignition Switch – Off
5. Wing Flaps – As Required
6. Land Straight ahead – Avoid Obstacles

During Flight

1. Airspeed – 65 MPH
2. Carb Heat – On
3. Primer – In and Locked
4. Fuel Valve – On
5. Mixture – Rich
6. Ignition Switch – BOTH
7. Starter – Pull (if propeller is stopped)

EMERGENCY PROCEDURES

Forced Landing -- Without Power

1. Airspeed – trim for 65 MPH
2. Identify and maneuver for off-site landing area
3. Radio Call – give emergency info and location (if time permits)
4. Squawk – 7700 (if time permits)
5. Mixture – Cut-off
6. Fuel Valve – Off
7. Ignition Switch – Off
8. Flaps – As Required
9. Master Switch – Off
10. Doors – Unlatch prior to touchdown
11. Touchdown -- tail low

Engine Fire -- In Flight

1. Mixture – Cut-off
2. Fuel Valve – Off
3. Ignition Switch – Off
4. Master Switch – Off
5. Cabin Heat and Air off (except wing root vents)
6. Airspeed – 90-100 MPH to extinguish flames – higher if necessary (not to exceed Vne or 162 MPH)
7. Execute Forced Landing Without Engine Power

EMERGENCY PROCEDURES

Engine Fire -- During Start on the Ground

1. Continue Cranking to suck flames into engine
2. If Engine Starts:
 - a. Power to 1700 RPM for a few minutes
 - b. Shutdown and inspect for damage
3. If Engine Fails to Start:
 - a. Mixture – Cut-off
 - b. Fuel Valve – Off
 - c. Switch – Off
 - d. Master Switch – Off
4. Use Fire Extinguisher to extinguish flames
5. Inspect for Damage