



The **CAVU** *Pilot*

Cessna 150
Checklist
and
Quick Reference Handbook

May 2023

Cessna 150 Checklist

V-Speeds

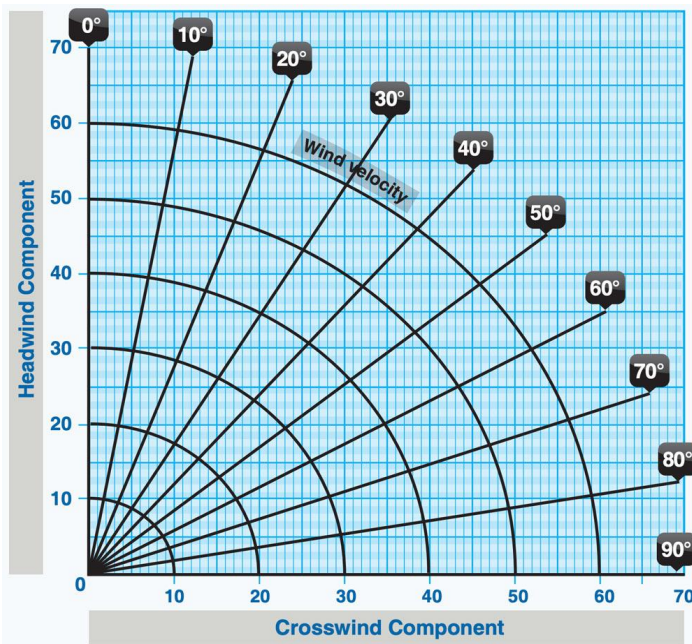
- V_{SO} - 48 MPH
- V_S - 55 MPH
- V_R - 55 MPH
- V_X - 64 MPH
- V_Y - 72 MPH
- V_{FE} - 100 MPH
- V_A - 109 MPH
- V_{NO} - 120 MPH
- V_{NE} - 162 MPH
- Best Glide- 65 MPH

Fuel Capacity

- 26 Gallons Total
- 13 Gallons Per Wing
- 22.5 Gallons Total Usable

Oil Capacity

- Minimum: 4 Quarts
- Maximum: 6 Quart



Pre-Flight Inspection

Interior

Documents.....A.R.R.O.W.S
Control Lock.....Remove
Flight Controls.....Check
Magnetos.....Off
Fuel Valve.....On
Mixture.....Cut-Off
Circuit Breakers.....Check
Master Switch (*BAT only*)....On
Flaps.....Down
Pitot Heat.....On
Aircraft Lights.....All On
Fuel Quantity.....Check
Lights/Pitot Heat.....Check
Lights/Pitot Heat.....Off
Master Switch.....Off
Elevator Trim.....Set to Takeoff

Exterior

Left Empennage.....Check
Horizontal Stabilizer.....Check
Elevator.....Check
Tail Tie Down.....Remove
Rudder.....Check
Lights and Antennas.....Check
Trim Tabs.....Check
Right Empennage.....Check
Right Flap & Aileron.....Check
Right Wingtip & Light.....Check
Right Wing.....Check
Right Tie Down.....Remove

Right Main Gear.....Check
Right Fuel Tank Sump..Sample
Collector Tank.....Sample
Right Fuel Quantity.....Check
Right Fuel Cap.....Secured
Upper Antennas.....Check
Fresh Air Inlet.....Check
Windshield.....Check
Fuel Strainer Valve.....Check
Oil Quantity.....Check
Cowl Plugs.....Remove
Propeller.....Check
Air Filter.....Check
Exhaust.....Check
Nose Gear.....Check
Oil Breather.....Check
Static Port.....Check
Fresh Air Inlet.....Check
Left Main Gear.....Check
Left Fuel Tank Sump....Sample
Left Fuel Quantity.....Check
Left Fuel Cap.....Secure
Pitot Tube.....Check
Fuel Vent.....Check
Stall Horn.....Test
Left Tie Down.....Remove
Left Wing.....Check
Left Wingtip & Light.....Check
Left Aileron & Flap.....Check
Chocks.....Remove

Cessna 150 Checklist

Before Start

Passenger Briefing....Complete
Seats.....Adjusted & Locked
Seat belts.....Adjust & Secure
Doors.....Closed
Master Switch (*BAT only*)....On
Beacon.....On

Engine Start

Mixture.....Rich
Throttle..... $\frac{1}{4}$ inch Open
Magnetos.....Both
Starter.....Engage
Throttle.....800-1000RPM
Oil Pressure.....Check
Master Switch (*ALT*).....On
Mixture.....Lean 1 Inch
Flaps.....Retract
Avionics Master.....On

Pre-Taxi

ATIS.....Obtain
Flight Plan.....Enter
Flight Instruments..Bug&Check
Taxi Light.....On

Run-Up

Brakes.....Hold
Circuit Breakers.....Check
Mixture.....Rich
Throttle.....1700 RPM

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Carb Heat.....Check
Magnetos.....Check
(*150 Drop Max/75 Difference*)
Ammeter.....Check
Engine Instruments.....Check
Mixture....Lean for Best Power
Throttle.....Idle/1000 RPM
Elevator Trim.....Set for Takeoff

Before Takeoff

Aircraft Lights.....Set
Transponder.....Set
Pitot Heat.....As Required
Flaps.....Set
Mixture.....Set
Takeoff Briefing.....Complete

Climb

Flaps.....Up
Aircraft Lights.....Set

Cruise

Cruise Power.....Set
Mixture.....As Required
Pitot Heat.....As Required
Aircraft Lights.....As Required

Descent

Altimeter.....Set
Aircraft Lights.....Set
Mixture.....Set
Carb Heat.....As Required
Approach Briefing.....Complete

Final Check

Mixture.....Set
Flaps.....Set
Approach.....Stabilized

After Landing

Aircraft Lights.....Set
Pitot Heat.....Off
Flaps.....Up
Mixture.....Lean
Carb Heat.....Off
Elevator Trim.....Set for Takeoff

Shutdown

Avionics Master.....Off
Aircraft Lights.....Off
Pitot Heat.....Off
Throttle.....IDLE RPM
Master Switch (*ALT only*).....Off
Magneto Check.....Complete
(Off then back to both)
Throttle.....1200 RPM
Mixture.....Cut-Off
Magnetos.....Off
Master Switch (*BAT*).....Off
Gi275's.....Power Off
Hobbs Time.....Record
Flight Plan.....Closed

Securing

Flight Controls.....Secure
Left Empennage.....Check
Rudder/Elevator.....Check
Right Empennage.....Check
Right Wing.....Check
Right Landing Gear.....Check
Propeller.....Check
Nose Landing Gear.....Check
Left Landing Gear.....Check
Left Wing.....Check
Pitot/Cowl Cover.....Install
Chock/Tie Down...As Required

Emergency Procedures

Boxed Items Should be Memorized

Engine Failure Immediately After Takeoff

Airspeed.....	Maintain Safe Airspeed
Cabin Door.....	Unlatch
Land.....	Straight Ahead

Engine Failure During Flight

Airspeed.....	65 MPH
Place to Land.....	Pilot Option
Mixture.....	Push Full Rich
Fuel Valve.....	On
Magneto Switch.....	Both
Starter.....	<i>(if propeller has stopped)</i> Pull/Start

Engine Instruments.....Check
Magneto Switch.....Check

Power NOT Restored

Proceed to Power-Off Landing Checklist on the next page.

Power Restored

Land as soon as practical.

Ditching

Seats & Seat Belts.....Secure
Windows and Doors.....Open
Transponder.....7700
Flaps.....Pilot's Discretion
Touchdown.....Level Attitude
Evacuate Through Cabin Doors

Power-Off Landing

Airspeed.....	65 MPH
Place to Land.....	Pilot Option
Seats & Seat Belts.....	Secure

If time and altitude permit:

Transponder.....	7700
Radio.....	Mayday Transmit
Mixture.....	Pull/Cut-Off
Throttle.....	Idle
Fuel Valve.....	Shutoff
Magneto Switch.....	Off
Master Switch.....	Off

Engine Fire During Start

Starter.....	Continue Cranking
If Engine Starts:	
Power.....	1800 RPM for One Minute
Engine.....	Shutdown and Inspect
If Engine Does NOT Start:	
Starter.....	Continue Cranking
Throttle.....	Full Open
Mixture.....	Pull/Cut-Off
Fuel Valve.....	Off
Magnetos.....	Off
Master Switch(ALT&BAT).....	Off

Engine Fire In Flight

Mixture.....	Pull/Cut-Off
Fuel Valve.....	Off
Airspeed.....	100 MPH

Forced Landing.....Execute
Proceed to Power-Off Landing Checklist on page 7.

Cabin/Electrical Fire

Master(<i>ALT&BAT</i>).....	Off
Avionics Master.....	Off
Windows.....	Closed
Cabin Vents.....	Closed
Cabin Heat.....	Off
Fire Extinguisher.....	Activate

After Fire is extinguished:

Windows.....Open
Cabin Vents/Heat.....As Needed

If Fire Appears Out and Electrical Power is Needed:

Electrical Switches (*Except Magnetos*).....All Off
Circuit Breakers.....Do NOT Reset
Master Switch(*ALT&BAT*).....On
Avionics Master.....On
Electrical Switches.....On, One at a Time, As Required
Land as soon as possible and inspect for damage.

Emergency Descent

Throttle.....	Idle
Mixture.....	Rich
Bank.....	30°- 45°
Airspeed.....	Do not Exceed 120 MPH
Rollout.....	Pilot Option

In the event of an engine fire, the mixture should be Cut-Off

Spin Recovery (PARE)

Power.....	Idle
Ailerons.....	Neutral
Rudder.....	Full Opposite Direction of Rotation
Elevator.....	Briskly Forward
When Rotation Stops:	
Rudder.....	Neutral
Power.....	As Required

Low Volts

- Master (*ALT only*).....Off
- ALT circuit breaker.....Check In
(If out, you may reset once)
- Master (*ALT only*).....On
- Battery amps and volts.....Check Charging

If charging:

- Battery amps and volts.....Monitor

If not charging:

- Battery (*ALT only*).....Off
- Electrical Load.....Reduce
- Land as soon as practical.

The main battery will provide power to all avionics for approximately 30 minutes.

The GI275 backup battery will be powered for approximately 60 minutes after the main battery dies.

Abnormal Procedures

Loss of Communication

Radio Volume.....Adjust
Headset Jack and Volume.....Check
Push-to-Talk Switch.....Check
Circuit Breakers.....Check, If Open, Do NOT Reset
Transponder.....Squawk 7600

Proceed as necessary for VFR or IFR Conditions.

Alternate Courses of Action:

- Attempt to use different frequencies
- Try other push to talk switch
- Set audio panel to speaker (SPKR)
- Use your cell phone to call flight service 1-800-992-7433

Engine Roughness

Mixture.....Adjust for Maximum Smoothness
Carb Heat.....On
Fuel Valve.....On
Magneto Switch.....L then R then Both

If operation is satisfactory on either magneto, proceed on that magneto at a reduced power setting to the nearest airport.

If engine roughness persists: Prepare for a power-off landing (Page 8)

Low Oil Pressure

Oil Pressure.....Check
Oil Temperature.....Check
Prepare for a Power-Off
Landing (Page 8)

High Oil Temperature

Mixture.....Rich
Throttle.....Reduce
Airspeed.....Increase
Oil Pressure.....Check
Oil Temperature.....Check
Prepare for a Power-Off
Landing (Page 8)

Faulty Magneto Check Procedures

Fouled Spark Plug

(Rapid mag drop usually accompanied by engine vibration)

- Set magnetos to both
- Open throttle to full
- Lean mixture as far as possible or to peak EGT
- After 15 seconds, return to 1700 RPM
- Perform mag check with mixture as set

This procedure should be limited to two attempts

Overly Rich

(Slow, smooth mag drop)

- Return mag switch to both
- Lean mixture until RPM peaks
- Return to 1700 RPM
- Perform mag check with mixture as set

If neither procedure fixes the problem, return to the ramp and contact maintenance.