

Checklist for C-150G

PRE-FLIGHT INSPECTION

COCKPIT

- Control lock – remove
- Radios, electrical off
- Master - on, check fuel gages
- Set flaps 10
- check rotating beacon, at night, check nav and landing lights.
- Master - off
- Mags – check off
- Fuel Valve - On

LEFT FUSELAGE

- Drain fuel sample, check wing tank
- Check brakes (broken lines, rust etc.)
- Landing gear - general condition
- Tire - Check for inflation

EMPENNAGE

- Check HT - security, attach points, freedom of movement
- Check trim tab
- Check Rudder Security
- Remove rudder gust lock and/or tie down

RIGHT WING

- Drain fuel sample, check wing tank
- Check aileron attach points & movement
- Wingtip Light - inspect
- Wing struts - security and corrosion
- Wing tie down – disconnect
- Check brakes (broken lines, rust etc.)
- Landing gear - general condition
- Tire - check inflation

ENGINE AND NOSE

- Check Oil: no less than 4 qts, fill to 6 qts for extended flight.
- Pull fuel strainer to check for water
- Propeller: check for nicks, damage
- Air Filter - check for blockage
- Nose wheel tire and strut: check inflation
- Static Port - check for blockage

LEFT WING

- Pitot – remove cover, check for blockage
- Fuel Tank Vent – check for blockage
- Stall Warning – check for blockage

- Wing Tie down - disconnect
- Wingtip Light - Check
- Aileron - check security, freedom of movement

BEFORE STARTING ENGINE

- Pre-Flight complete
- seat belts - fastened
- radios and electrical - off
- circuit breakers - check in
- Fuel Shut-Off valve - check on

STARTING ENGINE

- Mixture - Rich
- Carburetor heat – cold
- Master - on
- Prime - as Required (1-3 strokes)
- Brakes - check and hold
- Throttle – open ¼ inch
- Propeller area - clear
- Mags - Start, release to both when engine starts
- throttle – set (1000 rpm or lower)
- Oil Pressure - Check

BEFORE TAKE OFF

- Cabin doors closed and latched
- Area behind tail: clear
- Mixture - Rich below 5000 ft
- Throttle:1700 rpm
 - Magnetos: check L and R, no more than 150 rpm drop either magneto, or 75 rpm differential between magnetos
 - carb-heat - minimum 100 rpm drop
 - Oil Pressure, temperature - check
 - Amp-Meter - check for charge
 - suction: check (4-6 inches)
- Throttle - 1000 rpm
- radios - set (Transponder on ALT)
- Trim: set to “Take Off”
- Controls - free and correct
- Throttle Friction Lock - adjust
- Flight Instruments - check and set
- Beacon / Strobe light - on

TAKE OFF (NORMAL)

- Flaps – 0 degrees
- Carburetor Heat - COLD
- Throttle – FULL OPEN
- Elevator Control – LIFT NOSE WHEEL AT 55 mph
- Climb at 70-80 mph
- Elevator trim - adjust

TAKE OFF - SOFT FIELD

- Wing Flaps- 0
- Carburetor Heat – COLD
- Brakes – APPLY
- Throttle – FULL OPEN
- Brakes – RELEASE
- Elevator Control - SLIGHT TAIL LOW
- Climb Speed – Vx (52 MIAS indicated) until clear obstacle

TAKE OFF – SOFT FIELD

- Wing Flaps- 10
- Elevator Control - FULL AFT
- Lift off as slowly as possible; accelerate to 52 MIAS in ground effect before continuing the climb.

CRUISE

- Throttle - 2400-2700 rpm (no more than 75% power)
- Elevator trim- adjust
- Mixture - Lean as Required

DESCENT

- Throttle Back, avoiding over-speeding the engine.
- Mixture - increase for descent
- Carburetor Heat - apply if throttle is below 2000 rpm or if in conditions conducive to carb icing

BEFORE LANDING

- Seats, Belts, Harnesses – adjust and lock
- Mixture – Rich below 5000 ft

- GUMPS
- Mixture – Rich below 5000 ft
- Carburetor heat - on
- Flaps – AS DESIRED below 100 mph
- Final approach - 58-65 mph (flaps down)
- Touchdown – MAIN WHEELS FIRST

AFTER LANDING

- Carb Heat – cold
- Wing flaps - up
- Transponder - standby

SHUT DOWN

- Radios, Electrical - off
- Throttle – 1000 rpm
- Mixture - Idle-Cut-Off
- Mags - off
- Master - off
- Fuel – off (optional)

LANDING

Emergency Procedures

ENGINE FAILURE DURING TAKE OFF

- Throttle - idle
- Brakes – apply
- Flaps – retract
- Shutdown engine as necessary

ENGINE FAILURE AFTER TAKE OFF

- Fly straight ahead at 60 mph
- Mixture – Idle-Cut-Off
- Fuel Shutoff Valve – off
- Magnetos – off
- Flaps – as required
- Master – off

ENGINE FAILURE IN FLIGHT

A: Airspeed - 65 mph

B: Best Field - Locate and Fly towards

C: Checklists - execute

1. Best glide: 65 mph
2. Mixture - full rich
3. Carburetor heat - full on
4. Fuel Valve - on
5. mags - on both
6. Ignition switch – both or start if propeller has stopped

ENGINE SHUT DOWN

- Throttle- idle
- Mags - Off
- Fuel - Off
- mixture – idle-cut-off
- Master off only after final flap setting is established

FORCED LANDING

- Seat belts - tighten
- Passenger – brief
- Headsets - remove, secure baggage if possible
- Speed - no more than 60 mph on approach
- Doors - unlatch prior to landing
- Landing - full stall as slowly as possible

ELECTRICAL FIRE IN FLIGHT

- All electrical Off
- Fire extinguisher - use if necessary
- Land ASAP.