

Faithful Guardian Aviation

CESSNA 150 Normal Checklist

This checklist is only for training purposes in FGA aircraft and is not intended to replace the POH/AFM. Refer also to the POH/AFM in an actual emergency.

Preflight Inspection

DISPATCH IN FLIGHT CIRCLESENT & PRINT
WEATHER CHECK
WEIGHT AND BALANCECOMPUTE
FUEL (Full, unless limited by W&B) AS REQ
OIL (4 Qt. Minimum) CHECK
PITOT HEAT(If IFR) CHECK

INTERIOR

FIRE EXTINGUISHER CHECK
AIRCRAFT DOCUMENTS CHECK
CONTROL WHEEL LOCKREMOVE
POH/AFM.....CHECK
IGNITION SWITCHOFF
MASTER SWITCHON
FUEL QUANTITYCHECK
ALTERNATE STATIC SOURCE if installed.....OFF
BEACON, STROBE, NAV, & LANDING LT CHECK
FLAPS FULLY EXTEND
MASTER SWITCHOFF
FUEL SELECTOR VALVEBOTH
BAGGAGE AND LOOSE ITEMS STOWED

EMPENNAGE

BAGGAGE DOORCHECK
CONTROL SURFACES (Freedom & security) CHECK
TRIM TAB CHECK
ANTENNAS CHECK

RIGHT WING TRAILING EDGE

FLAP(Security) CHECK
AILERON(Freedom & security) CHECK

RIGHT WING & LEADING EDGE

FUEL QUANTITYCHECK VISUALLY
FUEL FILLER CAPSECURE
FUEL TANK SUMP CHECK

Check for water and sediment.

MAIN WHEEL TIRE, BRAKE DISC & PADS CHECK
Check for wear and proper inflation.
Continued....

Preflight Inspection (continue)

NOSE

WINDSHIELDCHECK FOR CLEANLINESS
FUEL STRAINERTAKE SAMPLE

Check for water & sediment.

OIL LEVEL CHECK

Do not operate with less than 4 quarts.

Fill BELOW 4 Qts.

OIL ACCESS DOORSECURE
ENGINE COOLING AIR INLETS CHECK
PROPELLER & SPINNER CHECK
LANDING & TAXI LIGHTS (if applicable) CHECK
ENGINE AIR FILTERCHECK
NOSE WHEEL STRUT(Approx.3"Extension)CHECK
NOSE WHEEL TIRECHECK
STATIC SOURCE OPENINGCHECK

LEFT WING

QUANTITY CHECK VISUALLY
FUEL FILLER CAPSECURE
PITOT TUBE COVER REMOVE
PITOT TUBECHECK
STALL HORN OPENINGUNOBSTRUCTED
FUEL TANK VENTUNOBSTRUCTED
FUEL TANK SUMP CHECK

LEFT WING TRAILING EDGE

AILERON (Freedom & security) CHECK
FLAP (Security) CHECK
MAIN WHEEL TIRE, BRAKE DISC & PADS CHECK

Before Starting Engine

PREFLIGHT INSPECTION COMPLETE
WT&BAL, DOCS, PERFORMANCE CHECK

PASSENGER BRIEF

Doors, Seats & Seatbelts (Positive Latch),

Fire Extinguisher, No Smoking, PIC Authority, Positive Exchange
of Flight Controls

SEAT & SEAT BELTS ADJUST AND LOCK
CIRCUIT BREAKERSCHECK IN
ELECTRICAL SWITCHESOFF
IGNITION SWITCHOFF
AVIONICS MASTER SWITCHOFF
ALTERNATE STATIC SOURCE OFF
FUEL SELECTOR VALVEBOTH
CARB HEATCOLD
MASTER SWITCH ON
BEACON/ANTICOLLISION LIGHT ON
POSITIONLIGHT (night only)ON

Engine Start

COLD ENGINE

PRIMER 3 STROKES & LOCK
MIXTURE RICH
THROTTLE CYCLE 1 STROKE & 1/4" OPEN
BRAKES HOLD
PROP AREA CLEAR
IGNITION (8 Seconds Max) START

WARM ENGINE

MIXTURE RICH
THROTTLE 1/4" OPEN
BRAKES HOLD
PROP AREA CLEAR
IGNITION (8 Second Max) START

IF ENGINE DOES NOT START

WAIT 30 SECONDS

THROTTLE CYCLE 2 STROKES & CLOSE
IGNITION (8 Second Max) START
(Do not attempt another start by cycling throttle. Use primer only.)

WHEN ENGINE STARTS

THROTTLE 1000 RPM OIL
PRESSURE (In 15 seconds) CHECK GREEN
MIXTURE LEAN FOR RPM RISE
THROTTLE 1000 RPM
FLAPS UP

After Start

AVIONICSMASERSWITCH ON
HEADSETS ON
COMS ATIS/AWOS/CLEARANCE IF REQ
ALTIMETER SET
GPS ENTER WPT / FPL / APR AS REQ.
NAVS SET / COURSE
FLIGHT INSTRUMENTS
(AI/TC/COMPASS & HI/VSI) CHECK

Taxi

IPAD TAXI DIAGRAM OUT
TAXI CLEARANCE OBTAIN / BRIEF
TAXI AREA CLEAR
BRAKES CHECK
FLIGHT INSTRUMENTS(AI/TC/HI/VSI) CHECK
Check in turns
STERILE COCKPIT
..... NO NON-ESSENTIAL CONVERSATION

Run Up

MIXTUREFULL FWD
THROTTLE1700 RPM
MAGNETOSCHECK
(Drop should not exceed 150 RPM on either magneto or a difference of 50 RPM between the two.)
ENGINE INSTRUMENTS & AMMETERCHECK
SUCTION GAUGECHECK
CARBHEATON/CHECKFORRPMDROP
THROTTLEIDLE / CHECK 600-800 RPM
CARBHEAT.....OFF
THROTTLE.....1000RPM
MIXTURE SLIGHTLY LEAN

Cleaning Fouled Spark Plugs

Do not allow oil temperature to reach redline and be vigilant of oil pressure. Hold brakes securely and remain vigilant for aircraft movement; only perform runup on surface free from

THROTTLE 2000 RPM
MIXTURE LEAN FOR SLIGHT RPM DROP
MIXTURE FULL FORWARD
THROTTLE 1800 RPM FOR 60 SECONDS
MAGNETO..... CHECK

Before Takeoff

PRE-FLIGHT DATA SHEETBRIEF
FLIGHT CONTROLSFREE & CORRECT
FLIGHTINSTRUMENTSCHECK & SET
FUEL GAUGE / QTYCHECK / SUFFICIENT
FUELSELECTOR.....BOTH
TRIM SET T/O
GPS(As req for departure) SET
HEADING INDICATORSET
MAG COMPASS & HEADING INDICATOR..... ALIGN
ENGINE INSTRUMENTSCHECK
SEATBACKS UPRIGHT
SEATBELT & SHOULDER HARNESSFASTENED

DOORS & WINDOWSCLOSED & LOCKED
LANDING LIGHTON
STROBE LIGHT (If installed) ON
TRANSPONDERALT
FLAPSSET
MIXTURE FULL FWD (Or set for altitude)
IPAD MAP

After Takeoff (Out of 1000' AG)

AIRSPPEEDV_Y / V_X
SPECIFY EN ROUTE CLIMB PROFILE80
Lower
FLAPS.....UP
THROTTLE.....FULL
MIXTURE FULL RICH BELOW 3000' MSL

Cruise

POWER(≤75%PowerperPOH/AFM) SET
ENGINEINSTRUMENTS.....CHECK
LANDING LIGHT.....ON (local) / OFF (xc)
MIXTURE LEAN AS REQUIRED
MAG COMPASS / HI CHECK / SET

In-Range / Descent (XC / ACPP Only)

ATIS/AWOS (As early as possible)CHECK
ALTIMETER..... SET
PRELIMINARY APPROACH BRIEF
Type of Approach
Runway length / Lighting
Field Elevation / Sector Altitude
Highest Obstacle / Terrain Review
NAV / Course / Minimums / Missed
Crosswind Component..... COMPLETE
AIRPORT DIAGRAM (Keep available)CHECK
SEATBELTS.....FASTENED
MIXTURE SLIGHTLY
ENRICH CARB HEAT..... AS REQ

Approach - Approx. 15 NM from Airport

ATIS/AWOS..... CHECK
APPROACH BRIEFINGCOMPLETE
ALTIMETER..... SET
HEADING INDICATOR TO COMPASS.....SET
FUEL SELECTOR..... BOTH
PARKING BRAKE CHECK RELEASED
LANDING LIGHT..... ON

DIRECT IAF or VECTORED

FLIGHT & NAV INSTRUMENTSSET/IDENT
GPS (As Required for Approach)..... SET
AIRSPEED 90 KIAS

Before Landing Checklist

FUELSELECTOR.....BOTH
MIXTUREFWD
CARBHEATON

DO NOT SLIP AIRCRAFT WITH FLAPS EXTENDED

Go Around/Missed Approach

THROTTLEFULL
CARBHEATOFF
FLAPS (If > 20°) RETRACT 20°
PITCH BEST CLIMB
FLAPS(>55KIAS) RETRACT 10°
AIRSPEEDV_y / V_x

AT SAFE ALTITUDE & >65 KIAS

FLAPSUP
FLY ASSIGNED/PUBLISHED HEADING & ALTITUDE

After Landing Checklist

TRIM CENTERED
CARBHEATOFF
FLAPSUP
LANDING & TAXI LIGHTS AS REQ
MIXTURE SLIGHTLY LEAN
TAXI CLEARANCE OBTAIN & BRIEF

Shutdown/Terminate Checklist

AVIONICS MASTER.....OFF
THROTTLE 1000 RPM
MIXTURECUTOFF
IGNITION SWITCH OFF
MASTER SWITCHOFF
ELECTRICAL SWITCHESOFF
HOBBS/TACH.....RECORD
FLIGHT TRACKER & MX REPORT SMS SENT & ACK'D
FLIGHT CONTROLSSECURE
SUNSCREENS INSTALL
TIE DOWN / CHOCKSECURE
WALK AROUNDCOMPLETE

Faithful Guardian Aviation

CESSNA 172 N Emergency & Abnormal Checklist

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Engine Failure During Takeoff Roll

THROTTLECLOSE
BRAKESAPPLY
FLAPSUP
MIXTURE CUT OFF
IGNITION SWITCH OFF
MASTER SWITCH OFF

Engine Failure During Takeoff

MAINTAIN AIRCRAFT CONTROL
LAND ON REMAINING RUNWAY OR
WITHIN 30° OF CENTERLINE. AVOID OBSTACLES.
DO NOT ATTEMPT 180° TURN.

AIRSPEEDBESTGLIDE/65-70KIAS(Flaps Up)
FLAPS AS REQ.
POWERAS AVAILABLE
TIMEPERMITTINGDECLAREEMERGENCY
MIXTURE CUT OFF
FUEL SELECTOR VALVE OFF
IGNITION SWITCH OFF
FLAPS(40° / 60KIAS Recommended) AS REQ
MASTER SWITCH OFF
DOORS UNLATCH

Spin Recovery

In the event the aircraft enters an unintentional spin, proceed as follows.

THROTTLE..... IMMEDIATELY CLOSED
AILERONSNEUTRALIZE
RUDDER FULL, OPPOSITE ROTATION
ELEVATOR CONTROLBRISKLY FORWARD
PAST CENTER ONCE ROTATION STOPS
RUDDERNEUTRALIZE
SLOWLY RECOVER FROM DIVEWHEN STRAIGHT AND LEVEL
THROTTLE FULL

Cabin Fire

MASTER SWITCHOFF
VENTS, CABIN HEAT & AIRCLOSED
FIREEXTINGUISHERACTIVATE

WHEN FIRE IS OUT

CABINVENTILATE
LAND AS SOON AS POSSIBLE

Wing Fire

LANDING/TAXI LIGHT SWITCHESOFF
NAV LIGHT SWITCHOFF
STROBE LIGHT SWITCH.....OFF
PITOTHEAT.....OFF

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach& touchdown

Electrical Fire

MASTER SWITCHOFF
ALL ELECTRICAL SWITCHES.(Except ignition switch) OFF
VENTS, CABIN HEAT & AIRCLOSED
FIREEXTINGUISHERACTIVATE

WHEN FIRE IS OUT

CABINVENTILATE
IF FIRE APPEARS OUT & ELECTRICAL POWER REQ'D
MASTER SWITCH ON
CIRCUIT BREAKERS (Do not reset) CHECK
MASTER AVIONICS SWITCH ON
RADIOS(One at a time with a delay after each) ON

LAND AS SOON AS POSSIBLE

Engine Fire In Flight

MIXTURE IDLE CUT OFF
FUEL SELECTOR OFF
MASTER SWITCH OFF
CABIN HEAT & AIR (Except overhead vents) OFF
AIRSPEED INCREASE AS REQ
TO EXTINGUISH FIRE

REFER TO:

"EMERGENCY LANDING NO ENGINE POWER" CHECKLIST

Engine Fire During Start

Continue cranking in an attempt to get the engine started which would suck the flames and accumulated fuel through the carburetor and into the engine.

IF ENGINE STARTS

THROTTLE (For 2 minutes) 1700 RPM
MIXTURE CUTOFF

IF ENGINE DOES NOT START

MIXTURE CUTOFF
THROTTLE FULL
CONTINUE CRANKING FOR A FEW SECONDS
FUEL SELECTOR OFF
MASTER SWITCH OFF
IGNITION SWITCH OFF

EVACUATE AIRCRAFT, OBTAIN FIRE
EXTINGUISHER, EXTINGUISH FIRE IF PRACTICAL

EXECUTING A 180° TURN IN CLOUDS

Upon inadvertently entering the clouds, an immediate plan should be made to turn back as follows:

1. Note the compass heading.
2. Note the time of the minute hand and observe the position of the sweep second hand on the clock.
3. When the sweep second hand indicates the nearest half-minute, initiate a standard rate left turn, holding the turn coordinator symbolic airplane wing opposite the lower left index mark for 60 seconds. Then roll back to level flight by leveling the miniature airplane.
4. Check accuracy of the turn by observing the compass heading which should be the reciprocal of the original heading.
5. If necessary, adjust heading primarily with skidding motions rather than rolling motions so that the compass will read more accurately.
6. Maintain altitude and airspeed by cautious application of elevator control. Avoid overcontrolling by keeping the hands off the control wheel as much as possible and steering only with rudder.

Ammeter: Excessive Rate of Charge

Ammeter Full-Scale Deflection

ALTERNATOROFF
NON-ESSENTIAL ELEC. EQUIPMENTOFF
LAND AS SOON AS POSSIBLE
Compass may be off as much as 25°

Over-Voltage Light Illuminates

MASTER SWITCHOFF (Both sides)
MASTER SWITCH ON
OVERVOLTAGE LIGHTCHECK OFF

IF OVER-VOLTAGE LIGHT ILLUMINATES AGAIN

LAND AS SOON AS POSSIBLE

Ammeter Shows Discharge

ALTERNATOROFF
NONESSENTIAL ELEC. EQUIPMENTOFF
LAND AS SOON AS POSSIBLE

Low Voltage Light During Flight

RADIOS, AVIONICS POWER SWITCHOFF
MASTER SWITCHOFF
MASTER SWITCH ON
LOW VOLTAGE LIGHT CHECK OFF
RADIOS, AVIONICS POWER SWITCH ON

IF LOW VOLTAGE LIGHT RE-ILLUMINATES

ALTERNATOROFF
NON-ESSENTIALELECT.EQUIPMENTOFF
LAND AS SOON AS POSSIBLE

Static Source Blockage

ALTERNATE STATIC SOURCE VALVE PULL ON
AIRSPEED
CONSULT TABLES IN POH/AFM SECTION 5

HEATER/VENTS AND WINDOWS CLOSED

FLAPS UP													
NORMAL KIAS	40	50	60	70	80	90	100	110	120	130	140		
ALTERNATE KIAS	39	51	61	71	82	91	101	111	121	131	141		
FLAPS 10°													
NORMAL KIAS	40	50	60	70	80	90	100	110	---	---	---		
ALTERNATE KIAS	40	51	61	71	81	90	99	108	---	---	---		
FLAPS 40°													
NORMAL KIAS	40	50	60	70	80	85	---	---	---	---	---		
ALTERNATE KIAS	38	50	60	70	79	83	---	---	---	---	---		

Engine Failure During Flight

AIRSPEEDBEST GLIDE / 65
KIAS NOTE WIND DIRECTION AND SPEED
PICK & FLY TOWARDS LANDING SITE
CARB HEAT ON
MIXTURE RICH
FUEL SELECTORBOTH
PRIMER IN & LOCKED
MAGNETOSCHECKALL

IF PROP NOT WINDMILLING

IGNITION SWITCHSTART
MAGNETOSCHECK ALL

Precautionary Landing with Engine Power

LANDING AREA SELECT & INSPECT
RADIO & ELECTRICAL SWITCHESOFF

ON FINAL APPROACH

FLAPS (30 Recommended) ASREQ
MASTER SWITCHOFF
DOORS(Prior to touchdown) UNLATCH
IGNITION SWITCHOFF
BRAKES APPLY HEAVILY

Emergency Landing No Engine Power

LANDING AREA SELECT & INSPECT
AIRSPEED BEST GLIDE / 65 KIAS (Flaps Up)
MIXTURECUTOFF
FUELSELECTORVALVEOFF
IGNITION SWITCHOFF
FLAPS (40 /60KIASRecommended)ASREQ
MASTER SWITCHOFF
DOORS(Prior to touchdown) UNLATCH
BRAKES APPLY HEAVILY

Pattern Work

Touch & Go's Prohibited Except With Instructor

FUEL SELECTOR..... BOTH
MIXTURE FWD
CARB HEAT.....ON

Go Around / Missed Approach

THROTTLEFULL
CARB HEAT OFF
FLAPS (If > 20°) RETRACT 20°
PITCHBEST CLIMB
FLAPS(> 55 KIAS) RETRACT 10°
AIRSPEEDVY / VX
AT SAFE ALTITUDE & > 65 KIAS
FLAPS..... UP
FLY ASSIGNED/PUBLISHED HEADING & ALTITUDE

Touch and Go

MAINTAIN CENTERLINE

FLAPS..... UP
CARB HEATOFF
THROTTLEFULL

Standardized Speeds

80 KIASFLAPS 10° - 1700 RPM
70 KIAS FLAPS 20° - TURNING BASE
SHORT FINAL UNTIL 65 KIAS 10 to 20' ABOVE RUNWAY

When landing assured

SOFT FIELD65 KIAS - FLAPS
30° SHORT FIELD62 KIAS - FLAPS 30°

After Landing

TRIMCENTERED
CARB HEAT OFF
FLAPS UP
LANDING & TAXI LIGHTSAS REQ
MIXTURESLIGHTLY LEAN
TAXI CLEARANCE OBTAIN & BRIEF

Before Takeoff

DOORS & WINDOWSCLOSED & LOCKED
LANDING LIGHTON
STROBE LIGHT (If installed) ON
TRANSPONDERALT
FLAPSSET
MIXTURE FULL FWD (or set for altitude)
IPAD OUT
HEADING INDICATOR.....SET