

Preflight Inspection	
Cockpit	
Keys Mags Off / Keys On Dashboard	Record
Hobbs / Tach	Remove
Control Lock(s)	On
Master Switch	Check
Fuel Quantity Gauges	Verify Hi Voltage Lt
Alternator OFF	Check
Exterior Lights	Off
Electrical Equipment	Down
Flaps	Off
Master Switch	On (down)
Fuel Shutoff Valve	On Board
Acft Documents (AROW)	
Left Wing	
Fuel Sump Sample - no H2O or debris	Check
Landing Gear / Tire / Brake	Secure
FUEL QUANTITY CHECK VISUALLY	Secure
Fuel Cap	Clean
Antennas	Check, 2 holes
Leading Edge	Check Clear
Pitot Tube	Check Clear
Fuel Vent	Remove
Stall Warning Opening	Inspect
Tie Down	Hinges, Rod, Movement
Wingtip and Lights	Security, Rod, Track
Aileron	
Flap	
Fuselage and Empenage	
Overall Condition	Check
Antennas	Secure
Tie-Down	Remove
Elevators / Trim Tab	Hinges, etc
Rudder	Check
Beacon and Position Lights	Check
Right Wing	
Same as Left Wing (in reverse). No pitot tube / stall warning horn.	
Nose	
OIL QUANTITY 4-6 QUARTS	
Engine Sump 2 Second Purge / Sample	Secure 2 Screws
Oil Inspection Door	Check (4" min strut)
Nose Gear / Tire	Check / No Debris
Carburetor Inlet	Check
Carburetor	Check
Engine Air Inlets	Check
Prop and Spinner	Check / Secure
Exhaust Stack	Secure
Static Port	Unobstructed

V-Speeds (in KIAS)			
Vr	50-55	Va	88-97
Vx	56	Vfe	85
Vy	68	Vno	107
Climb	72	Vne	141
Vs	47	Best Glide	60
Vso	42	Max dem XW	13
Vref Flaps 20+:	59 +1/2 Gust		
Vref Flaps 0-10:	64 +1/2 Gust		

Before Start	
Belts/Harnesses	Secure
Prime	As Required
Master Switch	On
Radios/Electrical Equip.	Off
Anti-Collision Lights	On
Nav Lights	As Required
Fuel Shutoff Valve	On (down)
Engine Start	
Pilot In Command	Establish
Brakes	Set / Held
Carb Heat	Cold
Mixture	Full Rich
Throttle	1/4" Open
Magnetos	Engage
Throttle	1000 RPM
Engine Instruments Check	
After Start	
Avionics	On
Radios	Set
Transponder	Standby
Circuit Breakers	In
Fuel Shutoff Valve	On (down)
Headsets	On
Before Taxi	
Brakes	Slow Speed Check
Run Up	
Brakes	Set / Held
Mixture	Full Rich
Throttle	1700 RPM
Engine Instruments	In Limits
Magnetos	Check
Carb Heat	Check
Gyro Suction	In Limits
Throttle	Idle
Carb Heat	Check Again
Engine Instruments	In Limits
Throttle	1000 RPM
Before Each Takeoff	
Flight Controls	Check
Flight Instruments	Set
Radios	Set
Flaps	Up for normal takeoff
Trim	Set
Takeoff Briefing	Complete
Doors & Windows	Secure
Carburetor Heat	Cold
Landing Light	On
Transponder	Altitude
Time Off / Fuel	Noted

Cessna 150M Checklist	
After Takeoff	
Flaps	Up
Cruise	
Throttle	___ RPM
Mixture	Leaned
Landing Light	___
Pre-Maneuver Check	
Mixture	Full Rich
Min Safe Altitude	Verify
Area	Clear
Carb Heat	Hot
Post-Maneuver Check	
Carb Heat	Cold
Mixture	Lean as Required
Engine Instruments	Check
Approach	
Seat Belts	Fastened
Flight Instruments	Ckd & Set
Radios	Set
Landing Light	On
Carb Heat	Hot
Mixture	Full Rich
Fuel Shutoff Valve	On (down)
Go-Around	Prepared For
Approach Briefing	Complete
After Each Landing	
Transponder	Standby
Carb Heat	Cold
Landing Light	Off (day)
Flaps	Up
Shut-Down	
Avionics	Off
Mixture	Cut-Off
Electrical Equipment	Off
Master Switch	Off
Magnetos	Off, Key Out
Securing the Aircraft	
Master Switch	Verify OFF
Hobbs / Tach	Record
Flight Controls	Secure (lock or belt)
Windows	Closed
Seat Belts	Secured / Not Dangling
Doors	Locked with Key
Key	Known Location
Tie Downs	Secured
Cowl Plugs	Install
Aircraft Cover	Install
Fuel	Topped Off

This checklist was developed with a 1976 Cessna 150M Commuter in mind. Use at your own risk. Please DO NOT alter or obscure FAA/FAA Test/aircraft identification from this document.

Engine Failure	
Altitude Sufficient For Restart?	
No	
Glide	Establish (60 KIAS)
Landing Site	Select
Mixture	Cut-Off
Battery/Alternator	Off
Magnetos	Off
Fuel Shutoff Valve	Off (up)
Loss of Fuel Pressure	
Mixture	Full Rich
Fuel Shutoff Valve	On (down)
Flooded Engine Start	
Throttle	Full Forward
Battery/Alternator	On
Carburetor Heat	Cold
Mixture	Cut-Off
Starter	Engage
Mixture (when engine fires)	Full Rich
Throttle	1000 RPM
Oil Pressure	Check
Hot Engine Start	
Throttle	1/2" Open
Battery/Alternator	On
Carburetor Heat	Cold
Mixture	Full Rich
Starter	Engage
Throttle	1000 RPM
Oil Pressure	Check
Engine Roughness	
Fuel Shutoff Valve	On (down)
Carb Heat	Hot
<i>If roughness continues after two minutes:</i>	
Carb Heat	Cold
Mixture	Adjust
Engine Instruments	Check
Magnetos	Check
<i>If operation on either magneto is satisfactory, continue on that magneto at reduced power with mixture full rich. Land as soon as practical.</i>	
Light Gun	On Ground
Steady Green	Clr Takeoff
Flashing Green	Clr Taxi
Steady Red	Stop
Flashing Red	Taxi off Rwy
Flashing White	Return
Alt. Red/Green	Use Caution

Yes	
Glide	Establish (60 KIAS)
Landing Site	Select
Carb Heat	Hot
Mixture	Full Rich
Fuel Shutoff Valve	On (down)
Master Switch	On
Throttle	Set
Primer	In + Locked
Magnetos	Check
Engine Restarted?	
No	
Mayday	Transmit
Mixture	Cut-Off
Battery/Alternator	Off
Magnetos	Off
Fuel Shutoff Valve	Off (up)
Engine Fire During Start	
Starter	Engage
Mixture	Cut-Off
Throttle	Open
Fuel Shutoff Valve	Off (up)
Evacuate if fire continues	
Engine Fire During Taxi	
Airplane	Stop
Mixture	Cut-Off
Fuel Shutoff Valve	Off (up)
Battery/Alternator	Off
Evacuate Aircraft	
Engine Fire In Flight	
Mixture	Cut-Off
Fuel Shutoff Valve	Off (up)
Glide	Establish
Landing Site	Select
Mayday	Transmit
Magnetos	Off
Battery/Alternator	Off
Cabin Fire In Flight	
Battery/Alternator	Off
Electrical Equipment	Off
Vents / Windows	Open
Frequencies	
Emergency	121.5
Flight Watch	122.0
FSS	122.2
Transponder	
Emergency	7700
Lost Comm	7600
Maximum Sea Level Endurance - Full Tanks - NOT Leaned: 3.4 Hours	

Spin Recovery	
Throttle	Idle
Ailerons	Neutral
Rudder	Opposite dir of rotation
Yoke	Full Forward
Rudder and Yoke Neutral when rotation stops.	
Pitch	Level
Yes	
Leave fuel selector on present tank. Land as soon as possible.	
Loss of Oil Pressure / High Oil Temperature	
Land as soon as practical. Prepare for imminent engine failure.	
Electrical Failure	
Load Meter	Verify Inop
<i>If load meter indicates zero</i>	
Alternator	Off
<i>Reduce electrical load to min</i>	
Alternator Fld	Check
Circuit Breaker	& Reset
Alternator	On
<i>If power is not restored</i>	
Alternator	Off
<i>Reduce electrical loads to a minimum, land as soon as practical.</i>	
Electrical Overload	
Alternator	Off
Battery	On
<i>If alternator loads are reduced, reduce electrical loads to a minimum, land as soon as practical. Otherwise:</i>	
Alternator	Off
Battery	As Required
<i>Leave battery on only if needed to power essential electrical equipment. Land as soon as practical.</i>	
Carburetor Icing	
Carb Heat	On
Mixture	Adjust
Always use Carburetor Heat Below 2100 RPM when OAT < 70 deg Farenheit	
Cessna 150M Checklist	
www.faatest.com	