

KCN AREO CLUB

CESSNA 150

PATROLLER

4488U

ABBREVIATED CHECKLIST

**P.O. BOX 33011
KANSAS CITY MO 64114**

Normal Procedures

Pre –Flight Inspection (starting at left door, and proceeding clockwise)

Interior

1. Pre-heat if temperature below 20°
2. Aircraft Flight Log, AFTO 781, and Hobbs meter – CHECKED
3. Airworthiness Certificate, Registration - CHECKED
4. 2 Quarts of oil - spare
5. Control Lock - REMOVE
6. Ignition Switch - OFF
7. Master Switch –ON
8. Fuel quantity - CHECKED
9. Flaps DOWN
10. Check lights, interior and exterior (night flight)
11. Master Switch – OFF

Left Main Gear

1. Chock - Remove
2. Tire – Check for inflation and condition
3. Brakes – Check lines and brake pads

Left Wing

1. Fuel Drain – Check for dirt and water
2. Flap – Condition; Push Rod
3. Aileron – Condition, Free to move
4. Wingtip – Condition; Strobe light and position light - secure
5. Leading Edge – Condition
6. Tie-down - Remove
7. Landing Lights – Clean and Secure
8. Pitot Tube - Secure and clear
9. Fuel Vent – Secure and clear
10. Fuel tank Check quantity and Cap - Secure

Nose Section

1. Static Port – Clear

2. Propeller - Check for dents and damage; check for security
3. Air intakes and air filters – Clean and free of obstructions
4. Nose Wheel – Check inflation and condition
5. Nose wheel strut – extended
6. Tie-down - Remove
7. Chock – Remove
8. Fuel Drain – Pull(after refueling and first flight of day)
9. Oil – 4 qts Min, 5 qts. Max (6 qts. Max for 3 hr flights)

Right Wing

1. Fuel tank Check quantity and Cap - Secure
2. Tie-down – Remove
3. Leading Edge – Condition
4. Wingtip – Condition; Strobe and position light – secure
5. Aileron – Condition, Free to move
6. Flap – Condition; Push Rod
7. Fuel Drain – Check for dirt and water

Right Main Gear

1. Chock - Remove
2. Tire – Check for inflation and condition
3. Brakes – Check lines and brake pads

Right Fuselage

1. General condition

Tail

2. Elevator – Secure
3. Rudder - Secure
4. Cables - Connected
5. Trim Tab – Connected
6. Tie-down – Remove
7. Position Light – Secure

Left Fuselage

1. General condition
2. Antenna – Secure

Before Starting Engines

1. Seat – ADJUST AND LOCK
2. Seat Belt -FASTEN
3. Flight Controls – Check for Free and Proper Movement
4. Fuel Valve – OPEN
5. All Electrical Switches - OFF
6. Circuit Breakers – IN
7. Elevator Trim – TAKEOFF

Starting Engines

1. Master Switch – ON
2. Flaps - UP
3. NIGHT: Navigation Lights - ON
4. Carburetor Heat - COLD
5. Mixture – FULL RICH
6. Prime – AS REQUIRED
7. Throttle $\frac{1}{4}$ to $\frac{1}{2}$ inch
8. Propeller Area – CLEAR
9. Ignition Switch – START (Release to “Both” when engine starts)
10. Throttle 1000 – 1200 RPM
11. Oil Pressure – INDICATING

Before Taxi

1. Lights – AS REQUIRED
2. Clock - SET
3. Radios – ON
4. Transponder - STANDBY
5. ATIS Check (119.35 at OJC, 124.17 at LXT)
6. Call for Taxi Clearance (121.6 OJC – 122.8 LXT)

Taxi

1. Brakes – CHECK
2. Turn and Slip – INDICATES CORRECTLY

Before Takeoff

1. Doors and Windows – CLOSED AND LOCKED

2. Flight Controls – FREE AND PROPER
3. Flight Instruments – CHECKED
4. Throttle – 1700 RPM
5. Magnetos – CHECK (125 rpm max drop, 50 rpm max difference)
6. Carburetor Heat Check
7. Engine Instruments and Suction gauge (4.6”- 5.4”) - CHECKED
8. Throttle – 1000-1200 RPM
9. Wing Flaps – AS REQUIRED
10. Fuel –ON
11. Elevator Trim – TAKEOFF
12. Lights and Pitot Heat– AS REQUIRED
13. Radios (COMM and NAV)- AS REQUIRED
14. Transponder – ALT
15. Call for Takeoff (OJC - 126.0; LXT -122.8)

Normal Takeoff

1. Flaps - UP
2. Carburetor Heat - COLD
3. Throttle - FULL
4. Rotate – 50
5. Climb - 75-80

Maximum Performance Takeoff

1. Flaps - 0° (Short field, NO OBSTACLES –Flaps-10°)
2. Carburetor Heat - COLD
3. Throttle - FULL
4. Soft Field – Raise nose, and fly in ground effect until climb speed is attained
5. Obstacle Clearance – Climb at 52
6. Clear obstacles, accelerate to normal climb speed, flaps up

Level Off - Cruise

1. Power and Mixture - SET
2. Engine Instruments and Fuel Quantity – CHECKED
3. Open Flight Plan

Before Descent

1. Mixture - RICH

Before Landing

2. ATIS – CHECK (119.35, OJC, 124.17 LXT)
3. Lights – AS REQUIRED
4. Mixture – RICH
5. Flaps – AS REQUIRED
6. Carburetor Heat – ON, when power is reduced

After Landing (after clearing the active Runway)

1. Radio – Ground (Contact if required – 121.6 OJC)
2. Call for fuel, if req'd – Air Associates: 122.95
3. Wing Flaps – UP
4. Exterior Lights – AS REQUIRED
5. Transponder – OFF
6. Carburetor Heat – COLD
7. Flight Plan - CLOSE

Engine Shutdown – Secure Aircraft

1. Throttle 1000 - 1200 rpm
2. Radios – OFF
3. Electrical Equipment – OFF
4. Throttle - IDLE
5. Magneto Grounding Check (Momentarily – Right, Left, Off, then Both)
6. Throttle – 1000 – 1200 RPM
7. Mixture – FULL LEAN
8. Ignition Switch – OFF (after propeller stops)
9. Master Switch –OFF
10. Control Lock Installed
11. Flight Log and AFTO 781 – COMPLETED
12. Personal equipment and trash – REMOVED
13. Headsets – INSALLED

Emergency Procedures

ITEMS IN BOLD MUST BE COMMITTED TO MEMORY

ENGINE FIRE ON START

1. Continue cranking to attempt to suck flames back into engine
2. If unsuccessful, Then:
3. Mixture – FULL LEAN
4. Fuel Valve - OFF
5. Ignition Switch – OFF
6. Master Switch - OFF

ENGINE FIRE IN FLIGHT

1. Mixture – FULL LEAN
2. Fuel Valve - OFF
3. Ignition Switch – OFF
4. Master Switch - OFF
5. Airspeed - 60
6. Make Forced Landing

ENGINE FAILURE IN FLIGHT (Attempt restart if altitude permits)

1. Airspeed - 60
2. Mixture – FULL RICH
3. Fuel Valve – ON
4. Ignition Switch – START
5. If Restart is unsuccessful, Make Forced Landing

LOW OIL PRESSURE

1. Reduce Power
2. Land As Soon As Practicable

DISCHARGING AMMETER

1. Reduce Electrical Load

ELECTRICAL FIRE IN FLIGHT

1. Master Switch- Off
2. All Other Electrical Switches - OFF
3. Ventilate Cabin (open windows and doors)

ROUGH-RUNNING ENGINE

1. Airspeed - 60
2. Carburetor Heat – HOT (Full)
3. Mixture – RICH
4. Ignitions Switch – Right, then Left to see if engine smoothes out
5. Throttle – Adjust for smoothest engine operation

FORCED LANDING

1. Airspeed - 60
2. Mixture – Full Lean
3. Fuel – OFF
4. Ignition Switch – OFF
5. Flaps – AS REQUIRED
6. Radio for assistance if time permits
7. Master Switch – OFF
8. Doors - UNLATCH

WEATHER BRIEFING

LOCATION	TERMINAL FORECASTS			
LOCATION	METAR			
LOCATION	PIREPS \ NOTAMS			
LOCATION	WINDS & TEMPERATURES ALOFT			
	3,000	6,000	9,000	12,000

WEIGHT AND BALANCE

	WEIGHT	ARM	MOMENT
EMPTY AIRCRAFT WEIGHT			
FRONT PAX			
REAR PAX			
FUEL GAL x 6 # / GAL			
BAGGAGE			
TOTAL GROSS WT		TOTAL MOMENT =	
	CG = $\frac{\text{TOT MOM}}{\text{TOT WT}}$		

FLIGHT PLAN INFO

1 TYPE: IFR / VFR	9 DESTINATION
2 AIRCRAFT IDENTIFICATION	10 EST TIME ENROUTE (HOURS/MINS)
3 TYPE/ SPECIAL EQUIPMENT	11 REMARKS
4 TRUE AIRSPEED	12 DESTINATION
5 DEPARTURE POINT	13 ALTERNATE(S)
6 PROPOSED DEPT TIME	14 PILOT'S NAME, ADDRESS, PHONE, A/C HOME BASE
7 CRUISING ALT	15 NO. PERSONS ABOARD
8 ROUTE OF FLT	16 COLOR OF A/C

CLOSE FLIGHT PLAN ON LANDING WITH _____

Phone – 1 – 800 – WX BRIEF (1 – 800 – 992 – 7433)

Columbia Radio – 122.65 122.2

TIME CONVERSION, LOCAL TO GMT

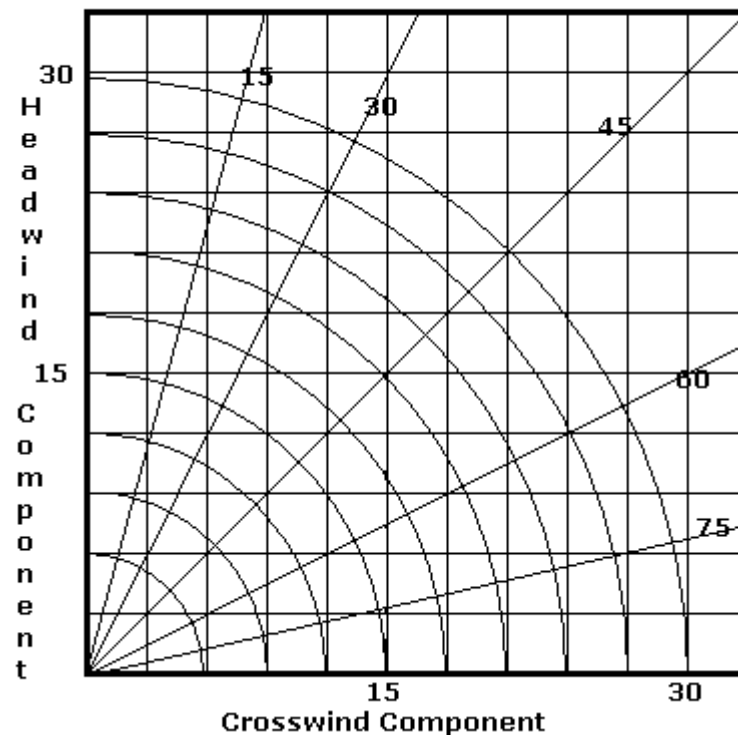
PST add 8 MST add 7 CST add 6 EST add 5
 PDT add 7 MDT add 6 CDT add 5 EDT add 4

SPECIAL EQUIPMENT CODES

A	DME, transponder with altitude encoder
B	DME, transponder, with no altitude encoder
C	RNAV, transponder with no altitude encoder
D	DME, no transponder
E	FMS Oceanic enroute terminal navigation and approach capability
F	Same as E,; may not meet requirements for some approach and departure operations
G	GPS
M	TACAN only, no transponder
N	TACAN only, transponder with no altitude encoder
P	TACAN only, transponder with altitude encoder
T	Transponder with no altitude encoder
U	Transponder with altitude encoder
W	RNAV, no transponder
X	No transponder

Local Frequencies

Jo Co Executive		Topeka Forbes	
Ground	121.6	Ground	121.7
Tower	126.0	Tower	120.8
ATIS \ ASOS	119.35	ATIS	128.25
Unicom	122.95	Approach Control	
		NORTH	119.0
		SOUTH	118.9
Lees Summit	122.8	KC INTL	132.95
ASOS	124.17		
		Kansas City Center	
Gardner	122.8	Butler area	127.9
		St. Joe area	125.55
Grain Valley	122.8		
		Columbia Radio	122.15
		VOR	
New Century		MCI	113.25
Ground	133.0	TOP	117.8
Tower	124.3	ANX	114.0
		BUM	115.9
K C Downtown		OJC	113.0
Ground	121.9	RIS	111.4
Tower	133.3	I-OJC RW 18	111.1
ATIS	120.75	I-PCX RW 36	108.3
		I-GVW RW 1	109.3
Kansas City Intl		I-GQR RW3	111.75
Ground	121.8	I-MKC RW19	109.9
Tower	128.2	I-TOP RW 13	110.7
ATIS	128.35	I-FOE RW 31	110.1
Clnc Del	135.7	KENZY	344
		NORGE	517
Lawrence	123.0	DOTTE	359
ASOS	121.225	FUROR	526
		BILOY	521



Airspeeds (mph)

Rotate for takeoff –	50
Climb out	80
Maximum Flap Extend	100
Best Angle of Climb sea level (V_x)	52
Best Rate of Climb sea level (V_y)	72
Best Glide	60
Downwind	80
Base	70
Final (add ½ gust factor)	65
Final (no flap) (add ½ gust factor)	70