

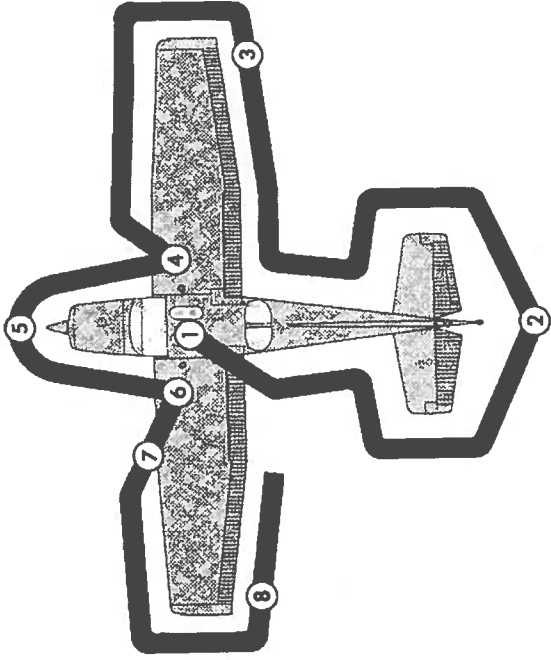
Cessna 150

PREFLIGHT INSPECTION

AIRSPEEDS FOR SAFE OPERATION (MPH IAS)

V_{SO}	48
V_{SI}	55
V_R	50
V_X	57
V_Y	73
V_F	100
V_A (MGW)	109
V_{NO}	120
V_{NE}	162
V_{ref}	65
	(flaps up)
	(flaps down)
V_G	60
V_G	65
Rec Max Demonstrated Crosswind	13

From later model C150 POH. H model not listed.



COCKPIT

Hobbs, Tach Times	NOTE
Publications (AROW)	CHECK
Control Lock	REMOVED
Trim Tab	TAKEOFF
RANGE	
Radios and Electrical Switches	OFF
Magnetos	OFF
Ignition Key	ON DASH
Carburetor Heat	OFF
Throttle	CLOSED
Mixture	FULL LEAN
Circuit Breakers	CHECK
Master Switch	ON
Fuel Gauges	CHECK
Lights	CHECK
Flaps	EXTEND

Master Switch..... OFF

Oil Sump Heater..... DISCONNECT

FUSELAGE

Skin Condition CHECK
Antennas CHECK
Frost/Ice CHECK

EMPENNAGE

Control Surfaces CHECK
Trim Tab CHECK
Lights CHECK
Antennas CHECK
Tiedown REMOVED

RIGHT WING

Flap and Aileron CHECK
Wing Tip, Light and Leading Edge CHECK
Tiedown, Chocks REMOVE
Wheel Strut, Tire, Brakes CHECK
Fuel Sump DRAIN
Fuel Quantity CHECK, THEN
CAP SECURE

NOSE

Oil CHECK
Fuel Strainer Knob DRAIN, THEN
CHECK CLOSED
Engine Compartment CHECK
Cowling, Intakes, Spinner, Propeller CHECK
Landing Light CHECK
Nosewheel Strut, Tire, Linkage CHECK
Chocks, Towbar REMOVED
Windshield CHECK
Static Port CHECK

LEFT WING

Fuel Quantity CHECK, THEN
CAP SECURE
Fuel Sump DRAIN
Wheel Strut, Tire, Brakes CHECK
Tiedown, Chocks REMOVE
Fuel Vent CLEAR
Pitot Tube CHECK
Stall Warning Opening CHECK
Leading Edge, Wing Tip and Light CHECK
Aileron and Flap CHECK

BEFORE ENGINE START

Seats, Belts, Harnesses SECURED
Brakes TEST AND SET
Carburetor Heat OFF
Fuel Shutoff Valve ON
Beacon ON
Propeller Area CLEAR
Master Switch ON

ENGINE START

Prime 3-4 STROKES*
Primer IN AND LOCKED
Throttle OPEN 1/8 INCH
Mixture RICH
Starter ENGAGE

*None required if engine is warm

ENGINE START (FLOODED)

Primer..... IN AND LOCKED
Throttle..... FULL OPEN
Mixture IDLE CUT-OFF
Starter..... ENGAGE
Mixture ADVANCE AS
ENGINE FIRES
Throttle RETARD

BEFORE TAXI

Throttle..... 1000 RPM
Oil Pressure CHECK
Radios, Intercom ON
Transponder..... STANDBY
Flaps UP
Lights AS REQUIRED
Control Position for Wind..... AS REQUIRED
Brakes..... TEST

ENGINE RUN-UP

Nosewheel CENTERED
Parking Brake..... SET
Flight Controls FREE,CORRECT
Flight Instruments..... CHECK & SET
Mixture RICH
Trim SET TAKEOFF
Fuel Shutoff Valve ON
Throttle..... 1700 RPM
Magnetos CHECK (125 MAX
DROP, 50 DIFF)
Carburetor Heat CHECK
Mixture CHECK, THEN
FULL RICH

Engine Instruments CHECK
Ammeter..... CHECK
Suction Gauge CHECK
Throttle 1000 RPM

BEFORE TAKEOFF

Throttle Friction Lock..... ADJUST
Doors and Windows CLOSED
Seats, Belts and Harnesses SECURE
Trim CHECK
Radios SET
Transponder..... ON (ALT)
Lights..... AS REQUIRED
Flaps AS REQUIRED
Brakes RELEASE

NORMAL TAKEOFF

Throttle FULL OPEN
Engine Instruments CHECK
Rotation Speed 50 MPH
Climb Speed..... 73 MPH

SHORT FIELD TAKEOFF

Brakes SET
Flaps UP
Throttle..... FULL OPEN
Engine Instruments CHECK
Brakes..... RELEASE
Rotation Speed 50 MPH
Climb Speed..... 60 MPH
Clear Obstacles..... Vy/Enroute climb

SOFT FIELD TAKEOFF

Flaps 10 degrees
Elevator..... FULL NOSE UP
Throttle FULL OPEN
Engine Instruments CHECK
Rotation Speed 50 MPH
Climb Speed..... 57 MPH (V_x to V_y)
Flaps UP

CLIMB (1000 FEET)

Airspeed 73 MPH (V_y)
Engine instruments..... CHECK
Wings CHECK
Lights AS REQUIRED
Flaps UP
Flight Plan (If Filled) ACTIVATE

CRUISE

Power AS REQUIRED
Mixture LEAN

BEFORE LANDING

Mixture RICH
Carburetor Heat AS REQUIRED
Seats, Belts, and Harnesses SECURE
Lights AS REQUIRED

NORMAL LANDING

Power AS REQUIRED
Flaps FULL DOWN
Airspeed 71 MPH CLEAN
62 MPH FLAP DN
Brakes AS REQUIRED

AFTER LANDING

Flaps UP
Transponder STANDBY
Lights..... AS REQUIRED

SECURING AIRCRAFT

Throttle 1000 RPM
Radios OFF
Electrical Equipment (Except Beacon) ... OFF
Mixture IDLE CUT-OFF
Magnetos OFF
Ignition Key ON DASH
Master Switch OFF
Control Lock INSTALL
Hobbs/Tach Times, Fuel, Squawks) NOTE
Chocks and Tiedowns INSTALL
Oil Sump Heater (Winter Operation) CONNECT
Flight Plan (If Filled) CLOSE

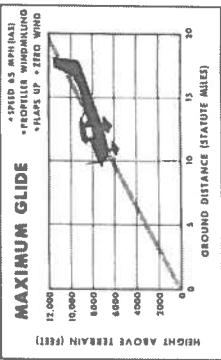


Figure 5-4.

CRUISE PERFORMANCE WITH LEAN MIXTURE

ALTITUDE	LEAD	LEAD TIME	LEAD DISTANCE	SPEED		RANGE		
				FLAPS UP	FLAPS DOWN	FLAPS UP	FLAPS DOWN	
12,000	10,000	8,000	6,000	4,000	100	150	100	150
10,000	8,000	6,000	5,000	3,000	120	180	120	180
8,000	6,000	4,000	4,000	2,000	140	210	140	210
6,000	4,000	2,000	3,000	1,000	160	240	160	240
4,000	2,000	1,000	2,000	500	180	270	180	270
2,000	1,000	500	1,000	250	200	300	200	300
0	0	0	0	100	220	330	220	330

Figure 5-4.

TAKE-OFF DISTANCE

FLAPS RETRACTED HEAD WINDSPEED NUMBER

FLAPS	HEAD WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND
AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.

MAXIMUM RATE-OF-CLIMB DATA

FLAPS	HEAD WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND
AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.

LANDING DISTANCE

FLAPS LOWERED TO 40° - POWER OFF

FLAPS	HEAD WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND
AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.	AT 5000 FT. & 90° F.

Figure 5-3.

AIRSPEED CORRECTION TABLE

(Flaps Up)

IAS	40	50	60	70	80	90	100	110	120	130	140
CAS	51	57	65	73	82	91	100	109	118	127	136

(Flaps Down)

IAS	40	50	60	70	80	90	100
CAS	49	55	63	72	81	89	98

Figure 5-1.

STALLING SPEEDS MPH=CAS

* POWER OFF

CONDITION	ANGLE OF BANK			
	0°	20°	40°	60°
Flaps UP	55	57	63	78
Flaps 20°	49	51	56	70
Flaps 40°	48	49	54	67

Figure 5-2.