

**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 ¼ to ½ 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 – INSTALLED

## **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

<b>LOCATION</b>	<b>TERMINAL FORECASTS</b>			
<b>LOCATION</b>	<b>METAR</b>			
<b>LOCATION</b>	<b>PIREPS \ NOTAMS</b>			
<b>LOCATION</b>	<b>WINDS &amp; TEMPERATURES ALOFT</b>			
	<b>3,000</b>	<b>6,000</b>	<b>9,000</b>	<b>12,000</b>

## WEIGHT AND BALANCE

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

## 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

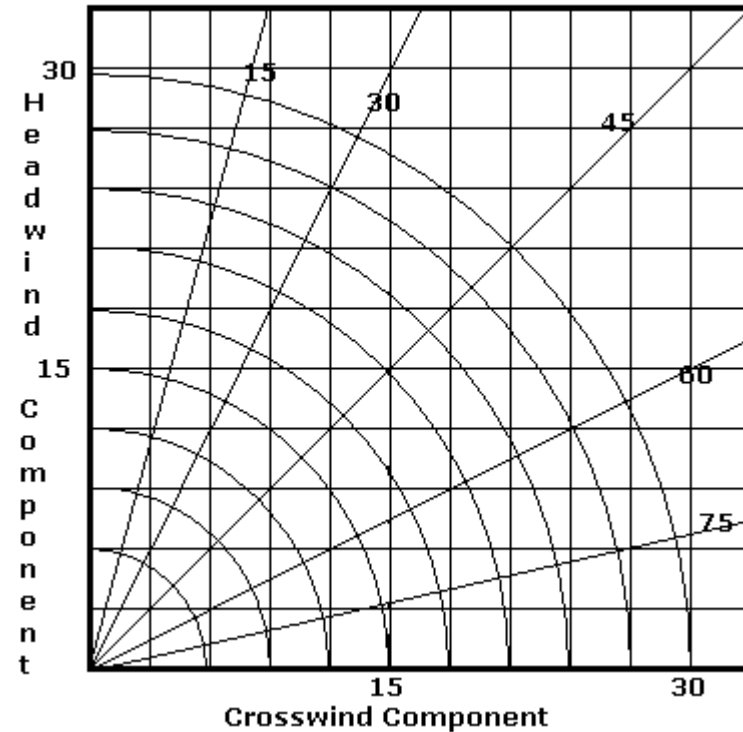
PST add 8      MST add 7      CST add 6      EST add 5  
PDT add 7      MDT add 6      CDT add 5      EDT add 4

### SPECIAL EQUIPMENT CODES

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

### Local Frequencies

<b>Jo Co Executive</b>		<b>Topeka Forbes</b>	
Ground	121.6	Ground	121.7
Tower	126.0	Tower	120.8
ATIS \ ASOS	119.35	ATIS	128.25
Unicom	122.95	<b>Approach Control</b>	
		NORTH	119.0
		SOUTH	118.9
<b>Lees Summit</b>	122.8	KC INTL	132.95
ASOS	124.17		
		<b>Kansas City Center</b>	
<b>Gardner</b>	122.8	Butler area	127.9
		St. Joe area	125.55
<b>Grain Valley</b>	122.8		
		<b>Columbia Radio</b>	122.15
		<b>VOR</b>	
<b>New Century</b>		MCI	113.25
Ground	133.0	TOP	117.8
Tower	124.3	ANX	114.0
		BUM	115.9
<b>K C Downtown</b>		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	1093
<b>Kansas City Intl</b>		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
<b>Lawrence</b>	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 <sub>x</sub> )	52
Best Rate of Climb sea level (V <sub>y</sub> )	72
Best Glide	60
Downwind	80
Base	70
Final (add ½ gust factor)	65
Final (no flap) (add ½ gust factor)	70