

# **checklist**

Cessna 150

OE - ATM

# **flugring**

salzburg

Diese Checkliste dient einer sicheren Flugdurchführung  
und darf daher aus dem Flugzeug nicht entfernt werden

## 1. Entfernungen

|                                       |   |       |                                 |
|---------------------------------------|---|-------|---------------------------------|
| 1 NM / Nautical Mile (Seemeile) ..... | = | 1,853 | km                              |
| 1 km .....                            | = | 0,539 | NM / Nautical Miles / Seemeilen |
| 1 Statute Mile (Landmeile) .....      | = | 1,609 | km                              |
| 1 km .....                            | = | 0,62  | Statute Miles / Landmeilen      |
| 1 kt / Nautical Mile per Hour .....   | = | 1,853 | km/h                            |
| 1 km/h .....                          | = | 0,539 | kts / Nautical Miles per Hour   |
| 1 MPH / Statute Miles per Hour .....  | = | 1,609 | km/h                            |
| 1 km/h .....                          | = | 0,62  | MPH / Statute Miles per Hour    |
| 1 MPH .....                           | = | 0,868 | kts                             |
| 1 ft (1')                             | = | 0,304 | m                               |
| 1 inch (1")                           | = | 2,54  | cm                              |
| 1 m                                   | = | 3,28  | ft                              |
| 1 cm                                  | = | 0,393 | inch                            |

## 2. Gewichte und Raummaße

|                              |   |       |               |            |   |       |             |
|------------------------------|---|-------|---------------|------------|---|-------|-------------|
| 1 lb (pound)                 | = | 0,453 | kg            | 1 kg       | = | 2,205 | lbs         |
| 1 GAL (US)                   | = | 3,785 | Liter         | 1 Liter    | = | 0,264 | GAL (US)    |
| 1 qt Öl                      | = | 0,946 | Liter ≈ ¼ GAL |            |   |       |             |
| 1 l Öl                       | = | 2     | lbs           | 1 qt Öl    | = | 0,85  | kg Öl       |
| 1 Liter AVGAS                | = | 1,584 | lbs AVGAS     | 1 lb AVGAS | = | 0,63  | Liter AVGAS |
| 1 Liter AVGAS                | = | 0,72  | kg AVGAS      |            |   |       |             |
| 1 US GAL AVGAS = 6 lbs AVGAS |   |       |               |            |   |       |             |

## 3. Steigraten

|                                       |                       |
|---------------------------------------|-----------------------|
| 1 m/sec = 196,8 fpm (feet per minute) | 1000 fpm = 5,08 m/sec |
|---------------------------------------|-----------------------|

## 4. Temperaturen

|                                           |                                           |
|-------------------------------------------|-------------------------------------------|
| T °Celsius = (5/9 mal T °Fahrenheit) - 32 | T °Fahrenheit = (9/5 mal T °Celsius) + 32 |
|-------------------------------------------|-------------------------------------------|

## 5. Näherungsformeln

|                                       |                                   |
|---------------------------------------|-----------------------------------|
| (NM (kts) x 2) minus 10 % ~ km (km/h) | (km (km/h) : 2) + 10 % ~ NM (kts) |
| (Meter x 3) + 10 % ~ ft               | (ft : 10) x 3 ~ m                 |
| fpm : 200 ~ m/sec                     | (kg x 2) + 10% ~ lbs              |
| Temperaturabnahme mit der Höhe        | 2° je 1000 ft                     |
| Fahrtmesser Höhenkorrektur            | + 2% je 1000 ft Druckhöhe         |

## 6. Zurückgelegte Wege

|                    |                      |                      |
|--------------------|----------------------|----------------------|
| 60 t = 1 NM/Minute | 120 kt = 2 NM/Minute | 180 kt = 3 NM/Minute |
|--------------------|----------------------|----------------------|

|                           |               |                                    |          |                        |
|---------------------------|---------------|------------------------------------|----------|------------------------|
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## 1. Benutzung der Checkliste

- Die Benutzung der Checkliste enthebt nicht von der Pflicht zur Kenntnis des POH.
- Folgende Regeln gelten nur insoweit, als nicht Sicherheit, Anordnungen der Flugsicherung oder Notverfahren entgegenstehen.

## 2. Lärmschutz / Umweltschutz

- Auf das Verbot von Tiefflügen wird verwiesen.
- Die Mindestflughöhen sind, wann immer möglich, zu überschreiten.

## 3. Schonung des Motors und Verlängerung der Lebensdauer

- Leistungseinstellung nach Betriebshandbuch oder Checkliste.
- Im Reiseflug nicht über 75 % Leistung fliegen, im Regelfall sollte mit einer Leistung von 65 % das Auslangen gefunden werden.
- **Exakt Leanen.** Bei max. 75 % Leistung auf Höchstdrehzahl einstellen und Öltemperatur beobachten. Erst ab 4000ft leanen!
- Keine abrupten Lastwechsel.
- Kein Sinkflug mit Motorleerlauf.
- Im Sinkflug Gemisch nur SEHR langsam anreichern um Unterkühlung zu vermeiden.

## 4. Landing Light einschalten

- Hinausrollen auf die Startbahn bis zum Erreichen der Sicherheitshöhe.
- Landeanflug bis zum Verlassen der Piste.

## 5. Taxi Light einschalten

- Rollen und Run up am Tag und bei Nacht.

## 6. Beacon Light bei Start und Rollen

Strobe Light nur bei Nacht/schlechter Sicht bei Rollen auf Piste und T/O

## 7. Treibstoffverbrauch

Die Verbrauchsangaben des Betriebshandbuches sind Idealwerte und für eine Flugvorbereitung zu niedrig.

Es wird empfohlen die Erfahrungswerte auf dem Blatt "PERFORMANCE" als realistischen Anhaltspunkt zu verwenden.

|                           |               |                                  |        |                        |
|---------------------------|---------------|----------------------------------|--------|------------------------|
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## 1. SPEEDS

|                                                    |          |       |     |       |      |
|----------------------------------------------------|----------|-------|-----|-------|------|
| - Never exceed speed .....                         | $V_{NE}$ | 162   | MPH | 141   | KIAS |
| - Maximum structural cruising speed .....          | $V_{NO}$ | 120   | MPH | 104   | KIAS |
| - Maneuvering speed .....                          | $V_A$    | 109   | MPH | 95    | KIAS |
| - Maximum flaps extension speed .....              | $V_{FE}$ | 100   | MPH | 87    | KIAS |
| - Rotating speed .....                             | $V_R$    | 65    | MPH | 55    | KIAS |
| - Take off safety speed / Anfangssteigflug .....   |          | 70-80 | MPH | 61-70 | KIAS |
| - Best rate of climb / flaps up / best glide ..... | $V_Y$    | 76    | MPH | 66    | KIAS |
| - Best angle of climb speed / flaps up .....       | $V_X$    | 70    | MPH | 61    | KIAS |
| - Approach speed / flaps up .....                  |          | 70-80 | MPH | 60    | KIAS |
| - Final approach speed / flaps full .....          |          | 60-70 | MPH | 50-61 | KIAS |
| - Stall Speed Clean .....                          |          | 55    | MPH | 48    | KIAS |
| - Stall Speed Flaps 20 .....                       |          | 50    | MPH | 43    | KIAS |

## 2. ENGINE NORMAL OPERATION

- Do not open or close throttle rapidly.
- Avoid engine undercooling during descent, therefore descend with power.

## 3. WEIGHTS

|                                        |        |   |          |
|----------------------------------------|--------|---|----------|
| - Empty Weight .....                   | 512 kg | = | 1129 lbs |
| - Maximum take off weight (MTOW) ..... | 726 kg | = | 1600 lbs |
| - Maximum landing (MLW) .....          | 726 kg | = | 1600 lbs |
| - Maximum in baggage compartment ..... | 54 kg  | = | 119 lbs  |

## 4. FUEL (Long Range Tanks)

- Total fuel..... 144 l = 38 GAL = 228 lbs
- Usable fuel both tanks..... 132 l = 35 GAL = 209 lbs

## 5. OIL CAPACITIES

- Oil capacity up to 3 hours..... 5 qts
- Oil capacity more than 3 hours..... 6 qts
- **MINIMUM** ..... **4 qts**      **DO NOT START ENGINE!**

## 6. VOLTAGE

- Alternator ..... 14 volts DC
- Battery ..... 12 volts DC

|                           |  |                                  |        |                        |
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## 7. Power setting

Auszüge aus dem Betriebshandbuch zur schnellen Information  
 Die Werte beziehen sich auf "STANDARD TEMPERATURE".  
 Korrekturen bei Temperaturabweichungen, siehe Betriebshandbuch.

| Altitude | RPM         | % HP      | TAS MPH | TAS kts | Gal/h | l/h  |
|----------|-------------|-----------|---------|---------|-------|------|
| 2500     | 2500        | 68        | 108     | 94      | 5,1   | 19,3 |
|          | <b>2400</b> | <b>60</b> | 103     | 89      | 4,6   | 17,4 |
|          | 2300        | 53        | 96      | 83      | 4,1   | 15,5 |
| 5000     | 2500        | 63        | 107     | 93      | 4,8   | 18,2 |
|          | <b>2400</b> | <b>56</b> | 101     | 88      | 4,3   | 16,3 |
| 7500     | <b>2500</b> | <b>58</b> | 105     | 91      | 4,4   | 16,7 |
|          | 2400        | 52        | 98      | 85      | 4,0   | 15,1 |
| 10000    | 2600        | 61        | 109     | 94      | 4,6   | 17,4 |
|          | <b>2500</b> | <b>50</b> | 102     | 89      | 4,1   | 15,5 |
| ➤ 12500  | <b>FULL</b> | <b>50</b> | 106     | 92      | 4,3   | 16,3 |

Die Verbrauchswerte des Betriebshandbuches gelten nur für gleichmäßigen Horizontalflug und bei optimaler Gemischeinstellung.

Nach der Clubstatistik ist ein Durchschnittsverbrauch von  
**25 l/h = 39,6 PPH = 6,6 GPH** realistisch

|                 |                     |                |                                   |
|-----------------|---------------------|----------------|-----------------------------------|
| <b>Altitude</b> | = Pressure Altitude | <b>KTAS</b>    | = Knoten True Airspeed            |
| <b>RPM</b>      | = Drehzahl          | <b>Gal/h</b>   | = Verbrauch in Gallonen je Stunde |
|                 |                     | <b>PPH</b>     | = Verbrauch in Pfund je Stunde    |
| <b>% BHP</b>    | = Prozent Leistung  | <b>EGT max</b> | = maximale Abgastemperatur        |

|                           |  |                        |          |                        |
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### 1. BLOCK OFF POSITION

- 01 .... **Tow bar/Chocks** \_\_\_\_\_ **remove / store** \_\_\_\_\_ 01
- 02 .... Tie downs left/right wing / tail \_\_\_\_\_ **remove / store** \_\_\_\_\_ 02
- 03 .... Pitot cover \_\_\_\_\_ **remove / store** \_\_\_\_\_ 03
- 04 .... Fuel drains left/right wing \_\_\_\_\_ **drain / first flight of day / check closed** \_\_\_\_\_ 04
- 05 ... Fuel strainer drain knob \_\_\_\_\_ **pull / first flight of day / check closed** \_\_\_\_\_ 05

### 2. CABIN

- 01 \_ Control lock \_\_\_\_\_ **remove / store** \_\_\_\_\_ 02
- 02. \_ **Magnetos** \_\_\_\_\_ **check OFF** \_\_\_\_\_ 03
- 03 \_ **Mixture** \_\_\_\_\_ **check idle cut off** \_\_\_\_\_ 04
- 04 \_ Electrical equipment \_\_\_\_\_ **OFF** \_\_\_\_\_ 05
- 05 \_\_ Battery switch \_\_\_\_\_ **ON** \_\_\_\_\_ 06
- 06 \_ Fuel quantity \_\_\_\_\_ **check** \_\_\_\_\_ 07
- 07 \_ Exterior lights \_\_\_\_\_ **check function Battery !!!** \_\_\_\_\_ 08
- 08 .. - Pitot heat \_\_\_\_\_ **check function Battery !!!** \_\_\_\_\_ 09
- 09 ...- Flaps \_\_\_\_\_ **DOWN 10°** \_\_\_\_\_ 10
- 10 \_\_ Battery switch \_\_\_\_\_ **OFF** \_\_\_\_\_ 11
- 11 \_\_ Fire extinguisher \_\_\_\_\_ **check pressure** \_\_\_\_\_ 12
- 12 --- First aid ----- **available in baggage compartment** ----- 13

### 3. LEFT WING

- 01 --- Wing flap / Aileron ----- **check for security / free movement** ----- 01
- 02 \_ Wing tip / Light \_\_\_\_\_ **undamaged** \_\_\_\_\_ 02
- 03 \_ Fuel quantity \_\_\_\_\_ **check visually/ Dip Stick** \_\_\_\_\_ 03
- 04 \_ Fuel filler cap \_\_\_\_\_ **check Closed** \_\_\_\_\_ 04
- 05 \_ Fuel tank vent \_\_\_\_\_ **check for stoppage** \_\_\_\_\_ 05
- 06 --- Stall warning ----- **check opening for stoppage** ----- 06
- 07 --- Pitot tube ----- **check opening for stoppage** ----- 07
- 08 --- Tire ----- **check for pressure, profile and markings** ----- 08
- 09 \_ Brake \_\_\_\_\_ **check visually (oil leakage)** \_\_\_\_\_ 09

|                           |               |                        |          |                        |
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**4. FORWARD FUSELAGE / NOS E**

- 01 --- Engine cowling ----- check for condition and security ----- 01
- 02 \_ Static source \_\_\_\_\_ check for stoppage \_\_\_\_\_ 02
- 03 \_ Windshield \_\_\_\_\_ undamaged and clean \_\_\_\_\_ 03
- 04 --- Propeller / Spinner ----- undamaged / check for nicks ----- 04
- 05 \_ Air intakes \_\_\_\_\_ check clean \_\_\_\_\_ 05
- 06 \_ Carburetor air filter \_\_\_\_\_ check clean \_\_\_\_\_ 06
- 07 --- Landing / Taxi light ----- check for condition and cleanliness ----- 07
- 08 \_ Exhaust pipe \_\_\_\_\_ check for condition \_\_\_\_\_ 08
- 09 --- Nose wheel tire ----- check for pressure, profile and markings. ----- 09
- 10 --- Nose wheel strut ----- check for proper inflation ----- 10
- 11 --- Oil capacity ----- check / rec 5 qts / min 4 qts / max 6 qts ----- 11
- 12 --- Engine compartment ----- check visually ----- 12
- 13 --- Oil inspection / refilling door ----- check locked ----- 13

**4. R I G H T W I N G**

- 01 .. - Fuel quantity \_\_\_\_\_ check visually /DIP STICK \_\_\_\_\_ 01
- 02 \_ Fuel filler cap \_\_\_\_\_ Check/closed \_\_\_\_\_ 02
- 03 ---- Tire ----- check for pressure, profile and markings.....03
- 04 \_ Brake \_\_\_\_\_ check visually (oil leakage) \_\_\_\_\_ 04
- 05 \_\_\_ Wing tip / Light \_\_\_\_\_ undamaged \_\_\_\_\_ 05
- 06 ---- Aileron / Wing flap ----- check for security / free movement.....06

**5. TAIL UNIT**

- 01 \_ Visual inspection \_\_\_\_\_ no damage \_\_\_\_\_ 01
- 02 --- Lights ----- check for condition and cleanliness.....02
- 03 \_ Antennas \_\_\_\_\_ undamaged and fixed \_\_\_\_\_ 03
- 04 --- Elevator / Rudder /Trim Tab-----check for security / free movement.....04

**6. PASSE NG ER**

- 01 - Passport \_\_\_\_\_ check available
- 02 - Briefing ----- flight information given ----- - 02
- 03 - Boarding assistance ----- fasten seat belts, sic sacs

**EXTERIOR CHECK COMPLETED**  
**NORMAL FLIGHT CHECKLIST NEXT**

|                           |               |                             |          |                        |
|---------------------------|---------------|-----------------------------|----------|------------------------|
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## 1. BEFORE ENGINE START

|    |       |                                   |                                              |    |
|----|-------|-----------------------------------|----------------------------------------------|----|
| 01 | ..... | Doors / Windows -----             | closed / locked .....                        | 01 |
| 02 | ..... | Seat belts / Seats -----          | adjusted / locked / look for passenger ..... | 02 |
| 03 | ..... | Parking brake -----               | set or manually .....                        | 03 |
| 04 | ..... | Pitch trim-----                   | set for Take off .....                       | 04 |
| 05 | ..... | Electrical equipment -----        | OFF .....                                    | 05 |
| 06 | ..... | Avionics / Radio / Intercom ----- | OFF .....                                    | 06 |
| 07 | ..... | <b>Battery</b> switch -----       | <b>ON</b> .....                              | 07 |
| 08 | ..... | Circuit breakers -----            | check IN .....                               | 08 |
| 09 | ..... | <b>Fuel tank lever</b> -----      | check <b>ON</b> .....                        | 09 |

## READY FOR ENGINE START

## 2. ENGINE START

|    |        |                                 |                                              |       |
|----|--------|---------------------------------|----------------------------------------------|-------|
| 01 | .....  | Rotating beacon -----           | ON .....                                     | 01    |
| 02 | .....  | Mixture -----                   | full rich /Power Lever ½ cm .....            | 02    |
| 03 | .....  | Carburetor heat -----           | OFF / cold .....                             | 03    |
| 04 | () ... | Fuel primer - COLD ENGINE ----- | cycle two/six times (hot/cold weather) ..... | () 04 |
| 05 | () ... | Fuel primer - HOT ENGINE -----  | NONE .....                                   | () 05 |
| 06 | .....  | Fuel primer -----               | <b>lock</b> / check locked .....             | 06    |
| 07 | .....  | Prop area -----                 | check CLEAR .....                            | 07    |
| 08 | .....  | STARTER -----                   | ENGAGE / power lever ½ cm open .....         | 08    |
| 09 | .....  | <b>Oil pressure</b> -----       | <b>check green sector</b> .....              | 09    |



|                           |               |                             |          |                        |
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#### 4. AFTER ENGINE START

|    |                                  |                                            |    |
|----|----------------------------------|--------------------------------------------|----|
| 01 | Power -----                      | 1000 (warm) 1200 (cold weather) .....      | 01 |
| 02 | High voltage warning light ----- | check RED .....                            | 02 |
| 03 | Alternator -----                 | ON .....                                   | 03 |
| 04 | High voltage warning light ----- | check OFF .....                            | 04 |
| 05 | Ammeter -----                    | check charging .....                       | 05 |
| 06 | Suction -----                    | check within green arc .....               | 06 |
| 07 | Wing flaps -----                 | check and set for Take off (0 – 10°) ..... | 07 |
| 08 | Avionics / Radio/ Intercom ----- | ON .....                                   | 08 |
| 09 | Avionics / Radio -----           | set for departure .....                    | 10 |
| 10 | Transponder -----                | standby / set squawk .....                 | 11 |
| 11 | Directional gyro -----           | set .....                                  | 12 |

#### READY FOR TAXI

#### 5. TAXI

|    |                     |               |    |
|----|---------------------|---------------|----|
| 01 | Taxi light -----    | ON .....      | 01 |
| 02 | Parking brake ----- | release ..... | 02 |

#### Power for taxiing maximum 1000 RPM / Don't brake continuously

|    |                           |                                            |    |
|----|---------------------------|--------------------------------------------|----|
| 03 | Brakes -----              | test .....                                 | 03 |
| 04 | Nose wheel steering ----- | check .....                                | 04 |
| 05 | Flight instruments -----  | <b>SPEED</b> zero .....                    | 05 |
|    |                           | <b>HORIZON</b> erected                     |    |
|    |                           | <b>ALTIMETER</b> airport altitude          |    |
|    |                           | <b>TURN COORDINATOR</b> moving / ball free |    |
|    |                           | <b>D-GYRO</b> correct                      |    |
|    |                           | <b>RATE OF CLIMB</b> zero                  |    |

#### TAXI CHECK COMPLETED

#### BEFORE DEPARTURE / RUN UP NEXT

|                           |               |                             |          |                         |
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## 6. BEFORE DEPARTURE / RUN UP

|          |                         |                                         |    |
|----------|-------------------------|-----------------------------------------|----|
| 01.....  | Parking brake -----     | set .....                               | 01 |
| 02 ..... | Mixture -----           | full forward .....                      | 02 |
| 03 ..... | Oil pressure -----      | check in green sector .....             | 03 |
| 04 ..... | Oil temperature -----   | check in green sector .....             | 04 |
| 05 ..... | Doors / Windows -----   | closed .....                            | 05 |
| 06 ..... | Power -----             | advance to 1700 RPM .....               | 06 |
| 07 ..... | Magnetos -----          | check .....                             | 07 |
|          |                         | max drop 150 RPM, max difference 75 RPM |    |
| 08 ..... | Magnetos switch -----   | check BOTH .....                        | 08 |
| 09 ..... | Carburetor heat -----   | check cold .....                        | 09 |
| 10 ..... | Suction -----           | check (4,6 – 5,4 in Hg) .....           | 10 |
| 11 ..... | Power -----             | reduce to 800 - 1000 RPM .....          | 11 |
| 12 ..... | Quadrant friction ----- | adjusted .....                          | 12 |
| 13 ..... | Wing flaps -----        | set Take off position / 0°-10° .....    | 13 |
| 14 ..... | Pitch trim -----        | set for Take off .....                  | 14 |
| 15 ..... | Flight controls -----   | free and correct .....                  | 15 |
| 16 ..... | Avionics / Radio -----  | recheck setting for departure .....     | 16 |
| 17 ..... | Transponder -----       | check squawk/set to ALT.....            | 17 |

## 7. TAKE OFF BRIEFING

|          |                                     |                                |    |
|----------|-------------------------------------|--------------------------------|----|
| 01 ..... | Maximum TO power -----              | <b>2500 – 2600 RPM</b> .....   | 01 |
| 02 ..... | V <sub>ROT</sub> -----              | <b>55 MPH</b> .....            | 02 |
| 03 ..... | <b>Initial Climb</b> -----          | <b>70 MPH</b> .....            | 03 |
| 04 ..... | <b>Cruise Climb</b> -----           | <b>80 MPH / flaps up</b> ..... | 04 |
| 05 ..... | Departure Route -----               | check .....                    | 05 |
| 06 ..... | Runway -----                        | check.....                     | 06 |
| 07 ..... | In case of engine failure -----     | check procedures .....         | 07 |
| 08 ..... | positive rate of climb/brakes apply |                                |    |

**READY FOR TAKE OFF**

|                           |               |                             |          |                         |
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**10. CRUISE CLIMB / when reaching safe altitude at 400 ft ground**

- 01 ..... Cruise climb speed ----- 80 MPH ..... 01
- 02 ..... Wing flaps ----- UP ..... 02
- 03..... Taxi / Landing light/ Strobe ----- OFF ..... 03
- 04 ..... Pitch trim ----- correct ..... 04

**CLIMB CHECK COMPLETED**

**11. CRUISE**

- 01..... Power setting ----- rec. **max. 75%** / see checklist performance ... 01
- 02 ..... Pitch trim ----- adjust ..... 02
- 03 ..... Mixture rec **above 4000 ft** ----- **lean for maximum RPM** ..... 03
- 04 ..... Fuel quantity ----- check periodically ..... 04
- 05 .... Carburetor heat ----- apply periodically if necessary ..... 05

**CRUISE CHECK COMPLETED**

**DESCEND CHECK NEXT**

**12. DESCENT**

- 01 ..... Power/RPM..... **descend with power to avoid undercooling...** 01
- 02 ..... Carburetor heat ----- ON if required ..... 02
- 03 ..... Mixture ----- enrich slowly ..... 03

**DESCEND CHECK COMPLETED**

|                           |               |                             |          |                         |
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### 13. APPROACH BRIEFING

|    |                                    |                                        |    |
|----|------------------------------------|----------------------------------------|----|
| 01 | ..... Approach Routing -----       | check .....                            | 01 |
| 02 | ..... Landing Runway -----         | check .....                            | 02 |
| 03 | ..... <b>Approach speeds</b> ----- | max <b>100 MPH</b> for flaps 10° ..... | 03 |

### 14. APPROACH

|    |                                            |                                                                                     |    |
|----|--------------------------------------------|-------------------------------------------------------------------------------------|----|
| 02 | ..... ATIS -----                           | note .....                                                                          | 02 |
| 03 | ..... Altimeter -----                      | set QNH .....                                                                       | 03 |
| 04 | ..... Mixture -----                        | full rich .....                                                                     | 04 |
| 05 | ..... Carburetor heat -----                | ON / warm if required .....                                                         | 05 |
| 06 | ..... Power -----                          | reduce / <b>rec 90 MPH</b> .....                                                    | 06 |
| 07 | ..... Landing / Taxi light -----           | ON .....                                                                            | 07 |
| 08 | ..... <b>Flaps 10°</b> below 100 MPH ----- | <b>Approach speed 80 MPH</b> .....                                                  | 08 |
| 09 | ..... <b>Flaps 20°-30°</b> -----           | <b>Approach speed 70 MPH</b><br><b>Final 65/70 MPH</b><br><b>Short Field 60 MPH</b> | 09 |
| 10 | ..... Trim.....                            | Correct .....                                                                       | 10 |

### APPROACH CHECK COMPLETED

### 15. AFTER LANDING

**Brake only if necessary / Apply brakes smoothly**

|    |                             |                |    |
|----|-----------------------------|----------------|----|
| 01 | ..... Carburetor Heat ----- | off/cold ..... | 01 |
|----|-----------------------------|----------------|----|

### 16. AFTER RUNWAY VACATED

|    |                           |                       |    |
|----|---------------------------|-----------------------|----|
| 01 | ..... Pitot heat -----    | OFF .....             | 01 |
| 02 | ..... Wing flaps -----    | UP .....              | 02 |
| 03 | ..... Landing light ----- | OFF .....             | 03 |
| 04 | ..... Taxi Light ON.....  | Strobe Light OFF..... | 04 |
| 05 | ..... Transponder -----   | GND/STBY .....        | 05 |
| 06 | ..... Pitch trim -----    | set for Take off..... | 06 |

|                           |               |                             |          |                         |
|---------------------------|---------------|-----------------------------|----------|-------------------------|
| <b>flugring checklist</b> |               | <b>Cessna C 150</b>         | OE - ATM | <b>05</b><br>page 13/17 |
| © flugring                | revision 2020 | <b>NORMAL FLIGHT CHECKS</b> |          |                         |

## 17. ENGINE CUT OFF

|    |                            |                               |    |
|----|----------------------------|-------------------------------|----|
| 01 | Power -----                | 1000 RPM.....                 | 01 |
| 02 | Parking brake -----        | set/or manually.....()        | 02 |
| 03 | Landing / Taxi light ----- | OFF .....                     | 03 |
| 04 | NAV lights -----           | OFF.....()                    | 04 |
| 05 | Pitot heat -----           | recheck OFF.....              | 05 |
| 06 | all AVIONIK - - - - -      | OFF .....                     | 06 |
| 09 | Mixture -----              | idle cut off.....             | 09 |
| 10 | Magnetos -----             | OFF / <b>REMOVE KEY</b> ..... | 10 |
| 11 | Rotating beacon -----      | OFF .....                     | 11 |
| 12 | All internal lights -----  | OFF .....                     | 12 |
| 13 | <b>Battery</b> -----       | <b>OFF</b> .....              | 13 |
| 14 | <b>Alternator</b> -----    | <b>OFF</b> .....              | 14 |

## 19. SECURING AIRPLANE

|    |                             |                              |    |
|----|-----------------------------|------------------------------|----|
| 01 | Control lock -----          | install .....                | 01 |
| 02 | Windows/ <b>Vents</b> ----- | check closed .....           | 02 |
| 03 | Seat belts -----            | arranged .....               | 03 |
| 04 | CABIN CLEARING UP -----     | done .....                   | 04 |
| 05 | Checklist -----             | store on copilots seat ..... | 05 |
| 06 | Pitot cover -----           | adjust .....                 | 06 |
| 07 | Wheel chocks -----          | apply .....                  | 07 |
| 08 | <b>Tow Bar</b> -----        | <b>remove</b> .....          | 08 |

|                           |               |                      |          |                         |
|---------------------------|---------------|----------------------|----------|-------------------------|
| <b>flugring checklist</b> |               | <b>Cessna C 150</b>  | OE - ATM | <b>06</b><br>page 14/17 |
| © flugring                | revision 2020 | <b>SPECIAL ITEMS</b> |          |                         |

## 1. COLD WEATHER OPERATION

### Allgemeine Hinweise

Bei Temperaturen unter 0°C sollte der Motor grundsätzlich nur nach Vorwärmung gestartet werden.

### Anlassen mit Vorwärmung

- Warmluft auf Ölwanne und Zylinder richten / **mindestens 30 Minuten**
  - Nach Ende der Vorwärmung Anlassvorgang wie nachstehend beschrieben ....
- Zündung \_\_\_\_\_ AUS  
 Gashebel -----geschlossen  
 Gemischhebel -----voll arm  
 Propeller ----- 5 mal von Hand in Laufrichtung durchdrehen  
 Primer -----4 – 6 mal  
 Propellerbereich -----frei  
 BAT \_\_\_\_\_ EIN  
 Gashebel \_\_\_\_\_ ½ cm offen  
 Gemisch \_\_\_\_\_ voll reich  
 Starter \_\_\_\_\_ betätigen  
 Öldruck \_\_\_\_\_ prüfen

### Anlassen ohne Vorwärmung

- Zündung \_\_\_\_\_ AUS  
 Gashebel -----geschlossen  
 Gemischhebel -----voll arm  
 Propeller ----- 5 bis 10mal von Hand in Laufrichtung durchdrehen  
 Primer -----5 – 7 mal  
 Propellerbereich -----frei  
 BAT \_\_\_\_\_ EIN  
 Gashebel \_\_\_\_\_ ½ cm offen  
 Gemisch \_\_\_\_\_ voll reich  
 Starter \_\_\_\_\_ betätigen
- Gashebel -----zweimal **langsam** voll nach vorne  
 dann zurück auf Stellung ½ cm
- Wenn Triebwerk anspringt -----Primer betätigen (**anschließend verriegeln!**)
- Vergaservorwärmung -----EIN / bis Triebwerk gleichmäßig läuft
- Öldruck \_\_\_\_\_ prüfen
- Startbereit -----wenn Triebwerk Gas gleichmäßig annimmt und  
 Öldruck normal ist und konstant bleibt.

|                           |               |                     |          |                         |
|---------------------------|---------------|---------------------|----------|-------------------------|
| <b>flugring checklist</b> |               | <b>Cessna C 150</b> | OE - ATM | <b>07</b><br>page 1 /17 |
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## **ENGINE FAILURE DURING T/O RUN**

Throttle ..... IDLE  
 Brakes ..... APPLY  
 Flaps..... RETRACT  
 MIXTURE ..... IDLE / CUT OFF  
 IGNITION ..... OFF  
 MASTER ..... OFF

## **ENGINE FAILURE AFTER T/O**

Airspeed ..... 70 MPH  
 MIXTURE ..... IDLE / CUT OFF  
 FUEL shutoff VALVE ..... OFF  
 IGNITION ..... OFF  
 FLAPS ..... AS REQUIRED  
 MASTER SWITCH ..... OFF

## **ENGINE FAILURE DURING FLIGHT**

AIRSPEED ..... 70 MPH  
 CARBURETOR HEAT ..... ON  
 PRIMER ..... IN and LOCKED  
 FUEL shut off VALVE ..... ON  
 MIXTURE ..... RICH  
 IGNITION ..... BOTH ... TRY TO RESTART WITH STARTER

## **FORCED LANDING**

AIRSPEED ..... 70 MPH /FLAPS DOWN 65 – 60 MPH  
 MIXTURE ..... IDLE / CUT OFF  
 FUEL shut off VALVE ..... OFF  
 IGNITION ..... OFF  
 FLAPS ..... AS REQUIRED  
 MASTER SWITCH..... OFF  
 DOORS ..... UNLATCH – *prior touchdown*

|                           |               |                     |          |                         |
|---------------------------|---------------|---------------------|----------|-------------------------|
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## **PRECAUTIONARY LANDING**

AIRSPPEED ..... 70 MPH  
FLAPS ..... 20°  
Selected FIELD ..... FLY OVER  
ELECTRIC SWITCHES ... OFF  
FLAPS ..... AS REQ.  
Airspeed..... 60MPH/FLAPS 30°  
MASTER ..... OFF  
DOORS ..... UNLATCH  
*prior touchdown*

## **ENGINE FIRE IN FLIGHT**

MIXTURE ..... IDLE / CUT OFF  
FUEL shutoff VALVE ..... OFF  
MASTER SWITCH ..... OFF  
CABIN AIR/HEAT/VENTS ..... OFF  
Airspeed ..... 100 MPH  
Execute ..... FORCED LANDING

## **ELECTRICAL FIRE IN FLIGHT**

MASTER SWITCH ..... OFF  
ALL SWITCHES ..... OFF  
VENTS/CABIN AIR/HEAT ... OFF  
FIRE EXT. .... ACTIVATE

*If Fire is out:*

MASTER SWITCH ..... ON  
CIRCUIT BREAKERS ..... CHECK  
*DO NOT RESET !*

REQUIRED SWITCHES ..... RESET  
VENTS/CABIN Air/HEAT ..... OPEN  
*When fire is compl. extinguished*

## **DITCHING**

OBJECTS ...OBJECTS/JETTISON  
FLAPS ..... 30°  
DESCEND 300ft/min at 60 MPH  
DOORS ..... UNLATCH  
  
TOUCHDOWN ,... LVL / ATTITUDE  
FACE ..... CUSHION

## **CABIN FIRE**

MASTER SWITCH ..... OFF  
VENTS/CABIN AIR/HEAT ..... OFF  
FIRE EXT. .... ACTIVATE

## **WING FIRE**

NAV/STROBE LIGHTS ..... OFF  
PITOT HEAT ..... OFF  
SIDE SLIP ..... AS REQ.  
*to keep flames from tank/cabin*  
LAND asap ----- Flaps retracted



|                           |               |                     |          |                         |
|---------------------------|---------------|---------------------|----------|-------------------------|
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## ROUGH ENGINE

### CARBURETOR ICE

Throttle ..... FULL  
 Carburetor Heat ..... ON/WARM  
 MIXTURE ..... LEAN AS REQ.

### MAGNETO MALFUNCTION

Magnetos ..... L or R  
*to identify faulty magneto*  
 Mixture/Throttle ..... ADJUST  
*for smooth operation*  
 If problem still persists:  
 Magneto ..... GOOD MAGNETO  
 Land ..... ASAP

### LOW VOLTAGE LIGHT IN FLIGHT

Radio/Avionik/Lights ..... OFF  
 Master Switch (both) ..... OFF  
 Master Switch ..... ON  
 Low Volt Light ..... Check ON  
 Avionik ..... ON  
*If low volt light illuminates again:*  
 Alternator ..... OFF  
 Noness. Elect. Equipment ..... OFF  
 Inform ATC  
 Land at next Airfield

### ICING

Pitot Heat/Cabin Heat ..... ON – SEARCH FOR HIGHER TEMPERATURE !  
 RPM ..... INCREASE  
 Carburetor Heat ..... ON/as req. – LEAN max. RPM  
 CAUTION..... HIGHER STALL SPEED  
 Flaps ..... UP for landing  
 Approach Speed ..... INCREASE  
 Touchdown ..... LVL ATTITUDE

### SPARK PLUG FOULING

Magnetos ..... L or R  
*to identify faulty magneto*  
 Mixture ..... LEAN  
 Magnetos ..... BOTH  
 Mixture ..... AS REQ.

### LOW OIL PRESSURE

Oil temperature ..... CHECK  
*if normal continue with POH*  
 if oil temp. high:  
 Throttle ..... REDUCE  
 PREPARE FOR ENGINE FAILURE  
 AND FORCED LANDING

### EXCESSIVE RATE OF CHARGE

Alternator ..... OFF  
 Noness. Elect. Equipment .... OFF  
 Inform ATC  
 Land at next Airfield

### LANDING WITH FLAT MAIN TYRE

Flaps..... AS REQ.  
 Approach..... AS USUAL  
 Touch down .... GOOD TIRE first