

CESSNA C-150

LY-ARL

Preflight Inspection

[1]

Airplane Documents	CHECK
Weight and Balance	WITHIN LIMITS
1'st Aid kit/Extinguisher	CHECK VALID
Headsets	TWO On board
Control Lock	REMOVE
Foreign objects	INSPECT
Ignition Switch	OFF
Master Switch	ON
Flaps	DOWN
Fuel Quantity	CHECK
Master Switch	OFF
Fuel Valve	ON

[2]

Empennage Surface	CHECK
Horizontal Stabilizer	SECURE
Elevator	FREE & SECURE
Rudder	FREE & SECURE
Tail tie-down	DISCONNECT
Lights & Antenna	CHECK

[3]

Flaps	FREE & SECURE
Aileron	FREE & SECURE
Lights & Wingtip	CHECK
Leading Edge	CHECK

[4]

Wing Tie-Down	DISCONNECT
Main Wheel & Tyre	CHECK
Fuel Tank Sump Drain	SAMPLE AND CHECK NO LEAK
Fuel Quantity	VISUAL CKECK
Fuel Filler Cap	SECURE

[5]

Engine Oil	CHECK LEVEL (MIN 4qts. MAX 6qts.)
Strainer Drain	SAMPLE/CHECK NO LEAK
Prop/Spinner	CHECK
Air Filter/Inlet	CHECK CLEAR
Nose Strut/Tire	CHECK
Static Port	CHECK OPEN
Engine Cowling	SECURE
Windshield	CLEAN

[6]

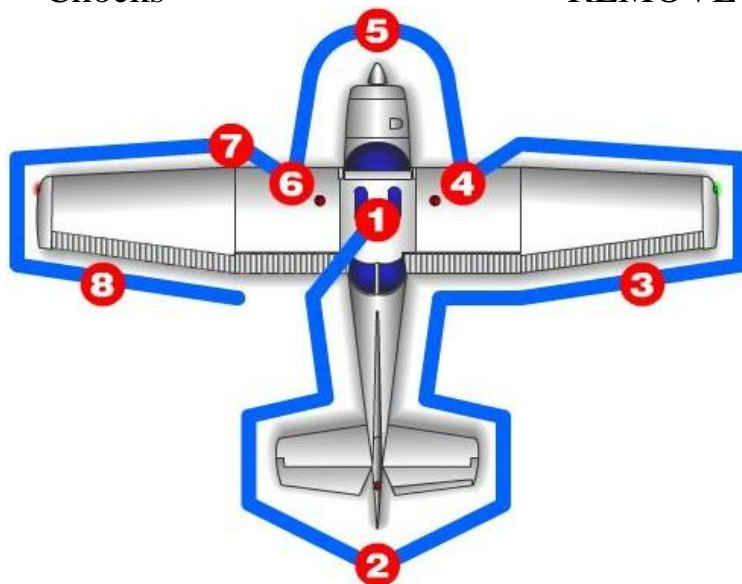
Fuel Quantity	VISUALLY CHECK
Fuel Filler Cap	SECURE
Fuel Tank Sump Drain	SAMPLE AND CHECK NO LEAK
Main Wheel & Tyre	CHECK

[7]

Pitot Tube Cover/Pitot	REMOVE/CHK
Stall Warn. Opening	CHECK
Fuel Tank Vent	OPEN
Wing tie-down	DISCONNECT
Leading Edge/Lights	CHECK
Wingtip/Lights	CHECK

[8]

Aileron	FREE & SECURE
Flaps	FREE & SECURE
Chocks	REMOVE



Normal Procedures

Before Starting Engine

Departure briefing	COMPLETE
Pre-flight Inspection	COMPLETE
Log book fill ant Tach	CHECK
Passenger Briefing	COMPLETE
Seat Position	ADJUST and LOCK
Safety Belts	FASTEN
Fuel Shutoff Valve	ON
Electrical Equipment	OFF
Fuses and Circuit Breakers	CHECK
ELT	ARM
Brakes	TEST & SET

Starting Engine

Mixture	RICH
Throttle Friction	ADJUST
Throttle	OPEN 1/4 INCH
Carb Heat	COLD (OFF)
Beacon Light	ON
Primer	AS REQUIRED/LOCK
Master Switch/Generator	ON
Prop Area	CLEAR!
Ignition	START (release when engine starts)
Throttle	ADJUST 1000 RPM or less
Oil Pressure	CHECK
(if oil pressure not within limits stop engine)	
Avionics master switch	ON
Radios	ON and VOLUME ADJUST

Before Taxi

Lights	AS REQUIRED
Avionics	SET as required
Transponder	STANDBY
Wing flaps	UP
ATIS	if available OBTAIN
Altimeter	SET and CHECK ±60Ft
H.I. & Compass	SET
Time	RECORD

During Taxi

Brakes	CHECK
Direction control	CHECK
Flight instruments	CHECK

Before Take-off

Brakes	SET
Cabin doors/windows	CLOSE/LOCK
Flight controls	FREE & CORRECT
Fuel shut off valve	ON
Mixture	BEST POWER
Elevator Trim	TAKEOFF
Throttle	(when engine warm) 1700 RPM
Magnetos (R Then L)	TEST (150RPM max drop 75RPM max diff)
Carburettor heat	TEST (rpm drop)
Engine Instruments /Ammeter	CHECK
Suction gauge	CHECK (4.6 to 5.4)
Throttle idle, Carb heat	CHECK (drop/running)
Throttle	1200RPM
Transponder	SQUAWK/ALT
Landing Light	ON
Throttle Friction	ADJUST
Brakes	RELEASE

Normal Take-off

Wing Flaps	UP/10°
Carb Heat	OFF
Mixture	BEST POWER
Throttle	FULL OPEN
Elevator Control	ROTATE 48KT(55MPH)
Climb Speed	61-70KT(70-80MPH)

performance

Wing Flaps	UP (10° t/o from soft or rough field no obstacles ahead)
Carb Heat	OFF
Brakes	APPLY
Mixture	BEST POWER
Throttle	FULL OPEN
Brakes	RELEASE
Elevator control	TAIL SLIGHTLY LOW
Climb speed	60KT(68MPH) (with obst. ahead)

Normal Procedures

Climb

Airspeed	65-74KT(75-85MPH)
Throttle	FULL OPEN
Mixture	RICH (unless engine is rough)
Trim	ADJUST
Instruments	CHECK

Cruise

Power	2000-2750 RPM
Mixture	AS REQUIRED
Carburettor Heat	AS REQUIRED
Elevator Trim	AS REQUIRED
Engine Instruments	CHECK

Descent

Approach Briefing	COMPLETE
Mixture	RICH
Carburettor Heat	ON
Throttle	AS REQUIRED
Engine Instruments	CHECK

Before Landing

Landing Light	ON
Seat belts	LOCKED
Mixture	RICH
Carb heat	ON (before closing Throttle)
Throttle	ADJUST
Wing Flaps	AS DESIRED BELOW 87KT/100Mph
App Airspeed (0°flaps)	61-70KT(70-80MPH)
App Airspeed (flaps ext.)	50-61KT(60-70MPH)

Balked Landing (Go-around)

Throttle	FULL
Carburettor Heat	OFF
Wing Flaps	RETRACT TO 20°
Airspeed	57KT(65MPH)

(establish positive climb and retract flaps slowly)

Normal landing

App. Airspeed (flaps ext.)	50-61KT(60-70MPH)
Touch Down	Main Wheels First
Landing Roll	Lower Nose Wheel Gently
Braking	Minimum Required

Short field landing

Approach Speed (40° flaps)	52KT(60Mph)
Throttle (when clear of obstacles)	IDLE
Touch Down	MAIN WHEELS FIRST
<i>After touchdown:</i>	
Landing Roll	Lower Nose Wheel Gently
Braking	MAXIMUM
Flaps	UP (for maximum braking)

After landing

Wing Flaps	UP
Carburettor Heat	OFF
Strobes/LDG Lights	OFF
Transponder	STBY
Pitot Heat	OFF

Shut down and Securing

Parking Brake	SET
Transponder	OFF
Radios	CHECK 121.5Mhz
Radios/Electrical Equipment	OFF
Mixture	IDLE CUT-OFF
Ignition And Master Switches	OFF
Control Lock	INSTALL
Flight Plan	CLOSE
Log Book	FILL
Pitot Cover	INSTALL
Chocks/Tie Downs	SECURED
Doors	CLOSE/LOCK

Speeds Kt(Mph)for operation at Maximum Take-Off Weight

Rotation speed	48(55) Flaps UP	V _R
Best angle of climb	60(68) Flaps UP	V _X
Best rate of climb speed	64(74) Flaps UP	V _Y
Approach speed	61-70(70-80) Flaps UP	V _{APP}
Final approach speed	52-61(60-70)Flaps EXT	V _{APP}

Emergency procedures

Engine Failures

Engine Failure During Take-off Run

Throttle	IDLE
Brakes	APPLY
Flaps	UP
Mixture	IDLE CUT-OFF

With the airplane under control

Fuel Selector Valve	OFF
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Engine Failure After Take-off

Airspeed	61KT(70MPH)
Suitable Place to Land	LOCATE
Mixture	IDLE CUT-OFF
Fuel Selector Valve	OFF
Ignition Switch	OFF
Wing Flaps	AS REQUIRED
Generator & Master Switches	OFF

Engine Failure In Flight/Restart

Airspeed	61KT(70MPH)
<i>Attempt to restart engine if time permits:</i>	
Fuel Quantity	CHECK
Fuel Selector	ON
Mixture Control	RICH
Fuel Primer	IN AND LOCKED
Ignition Switch	START/BOTH

If attempt to restart fails:

Execute: "Forced Landing W/O Engine Power"

Forced Landing Without Engine Power

Airspeed	61KT(70MPH)
Suitable Place to Land	LOCATE
Activate ELT, MAYDAY call, squawk7700	
Mixture	IDLE CUT-OFF
Fuel Shut Off Valve	OFF
All Switches (except master)	OFF
Airspeed for Approach	61KT(70MPH)
Flaps	AS REQUIRED
Master Switch	OFF
Cabin Doors	UNLACH (prior approach)
Land in Slightly Tail-low Attitude	
Braking	APPLY HEAVY

Power-On Forced Landing

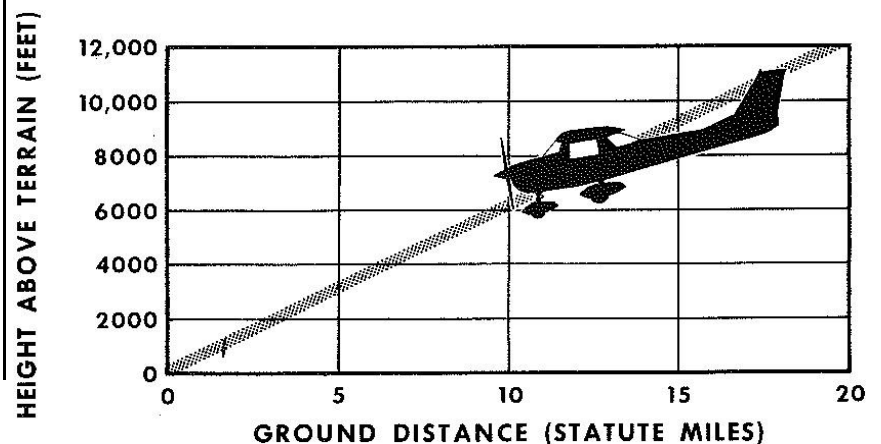
Airspeed	61KT (70Mph)
Flaps	20°
Landing site	Fly over, note landing spot, obstructions & surface
Retract flaps at safe altitude and airspeed	
On downwind leg - all switches (except master and ignition)	OFF
Approach flaps	40°
Approach speed	57KT(65Mph)
Cabin Doors	Unlatch (prior approach)
Ignition/Master (Before touchdown)	OFF
Land in a slightly tail-low attitude	

Ditching

Activate ELT, MAYDAY call, Squawk 7700		
Heavy, loose objects	Secure or Jettison	
W/Power	Establish	300ft/min descent
	Flaps	40°
	Airspeed	57KT(65Mph)
Approach	Heavy Winds/Heavy Seas - In to Wind Light Winds/Heavy Swells - Parallel Swells	
Cabin Doors	Unlatch (prior approach)	
Touchdown	Level Attitude (No flare)	
Protect Head	Cushion, Coat, Pillow, etc.	
Evacuate	Open Window to equalize pressure	
Life Vests/Raft	Inflate (after evacuation)	

Maximum Glide

Speed 61KT(70MPH), Prop Windmilling, Flaps UP,
Zero wind.



Emergency procedures

Smoke and Fire

Engine fire during start on ground

Continue Cranking - To Draw Flames & Fuel Into Engine

If Engine Starts:

Power 1700RPM for 2-3 minutes

Engine SHUT DOWN And Inspect

If Engine Fails To Start:

Cranking CONTINUE

Throttle FULL OPEN

Mixture IDLE CUT-Off

Fire Extinguisher READY to EXTINGUISH

Secure Engine: Master, Magnetos and Fuel Valve - OFF

Extinguish Fire

Inspect, Do Not Attempt to Restart Engine

Engine fire in flight

Mixture IDLE CUT-Off

Fuel shut off valve OFF

Master switch OFF

Establish 87KT (100MPH) glide

Cabin heat OFF

Suitable place to land LOCATE

If fire not extinguished - Increase Glide Speed to find speed for incunbustible mixture

Execute "Forced landing without engine power"

Electrical fire in flight

Master switch OFF

Vents,Cabin air/heat OFF

All switches (except Ignition switch) OFF

Check faulty fuses/circuitbreakers, do not reset

Master switch ON

Select Switches "ON" One By One With Short Delay To Identify Short Circuit

After Fire Extinguished Vent The Cabin

Rough engine operation/loss of power

Low oil pressure

Oil Temperature CHECK

If the temperature tends to increase

Throttle REDUCE IMMEDIATELY

Land As Soon As Possible

If the temperature remains in green limits

Land At Nearest Airport And Inspect.

Spiral Dive Recovery In Clouds

Throttle IDLE

Stop turn USE RUDDER AND AILERON

Elevator Cautiously apply back pressure
Airspeed 70KT(80MPH)

Trim Adjust to Maintain Glide
Airspeed 70KT(80MPH)

Keep hands Off Control Wheel

Rudder Use To Hold Straight Heading

Carb Heat ON

Engine: Clear Occasionally, But Avoid Disturbing Trimmed Glide

Upon Exiting Clouds Resume Normal Flight

Unintentional Spin Recovery

Throttle IDLE

Ailerons NEUTRAL

RUDDER FULL OPPOSITE To SPIN DIRECTION

Control Wheel BRISKLY FORWARD
(After Rudder Reaches Stop)

Hold Control Inputs until Rotation Stops

Neutralize Rudder,
Make Smooth Recovery From Dive

Emergency procedures

Electric Power System Malfunction

Excessive rate of charge

Excessive Charge Remains After 30 Minutes Of Flight:

Generator _____ OFF

Flight **TERMINATE** (as soon as practical)

If necessary turn generator on for extending flaps or for landing lights during night landing

Insufficient rate of charge

Alternator _____ OFF

All non essential equipment _____ OFF

Flight **TERMINATE** (as soon as practical)

Icing

Flight in icing conditions

Pitot Heat _____ ON

Turn 180° _____ Or Change Altitude

Cabin Heat & Defrost _____ ON FULL

Increase RPM To Check If Ice Can Be Thrown Of Propeller Blades

Carb Heat _____ APPLY As Required

Land At Nearest Airport. If Extremely High Ice Build Up Is Observed, Land At Suitable Field. Expect Higher Stall Speeds

Flaps Leave Retracted If Severe Ice Build Up On Horizontal Tail Is Observed

Approach At 61-70KT(70-80MPH)

Depending On Amount Of Icing, Land At Level Attitude

AIRSPEED LIMITATIONS

Speed	KT/Mph	Remarks
V _{FE} Maximum flap operating	87/100	Do not exceed this speed with full flaps
V _A Manoeuvring speed	94/109	Do not make full or abrupt control movements above this speed as this may cause stress in excess of limit load factor.
V _{NO} Maximum structural cruising speed	104/120	Never exceed this speed unless in smooth air and then only with caution.
V _{NE} Never exceed speed	141/162	Never exceed this speed in any operation.
V _{S0} Stall speed (throttle-idle)	43/49	Stalling speed in landing configuration
V _{S1} Stall speed (throttle-idle)	49/56	Stalling speed in clean configuration

POWERPLANT LIMITATIONS

Power and prop speed 100BHP at 2750 RPM			
Oil temperature markings		Oil pressure markings	
Normal operating range	Green arc	Minimum idling	10 PSI (Red line)
Maximum allowable	225°F(Red line)	Normal operating rng.	30-60 PSI (Green arc)
Engine Oil - Max 6qt, Min 4qt.		Maximum	100 PSI (Red line)

Engine Oil - Maximum 6qt, minimum 4qt. Maximum demonstrated crosswind velocity - 12 kts.

Leidimo Nr. / Issue No. **1** Revizijos Nr. / Revision No. **0** Revizijos data / Revision date **2020 05 05**

Total fuel capacity - 26Gal (two tanks 13 Gal each), **Usable fuel - 22,5 Gal.**

Tyre pressure (front/rear): 30/21PSI.