

# CHECKLIST CESSNA 150 N6690S



**Fort Meade Flight Activity, Inc.**  
7509 General Aviation Drive, Fort Meade, MD 20755  
(410) 672-0080



**DO NOT REMOVE FROM AIRCRAFT**

## EMERGENCY CONTACT NUMBERS

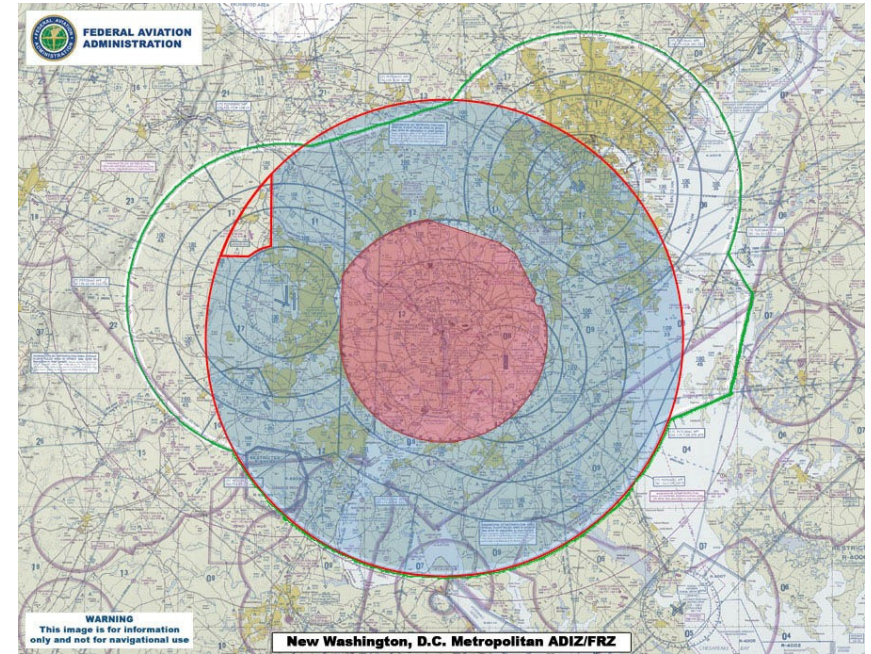
Sue Hall (443) 690-2627 (cell)  
Co-manager

Frank Turney (443) 499-1287 (cell)  
Co-manager

## Transponder Codes

7500 Hijacked  
7600 Lost Communications  
7700 Emergency

Aircraft ID N63532	Flight Rule IFR	Flight Type G	No. of Aircraft 1	Aircraft Type C150	Wake Turbulence L	Aircraft Equipment SG
Departure KFME	Departure Date & Time 05/05/2020 2000 1-120 Apply Minutes From Now	Departure Date & Time 2000 UTC	Cruising Speed N0095	Level VFR/013	Optimize	Surveillance Equipment EB2
Route of Flight DCT						
Destination PALEO	Est Elapsed Time 0025	Other Information (Optional)				
Fuel Endurance 0300	Persons on Board 2	Aircraft Color & Markings (Optional) Y:W	Supplemental Remarks (Optional) DC SFRA		Pilot In Command (Optional)	
Emergency Radios <input type="checkbox"/> UHF <input checked="" type="checkbox"/> VHF <input type="checkbox"/> ELBA	Survival Equipment <input type="checkbox"/> Polar <input type="checkbox"/> Desert <input type="checkbox"/> Maritime <input type="checkbox"/> Jungle	Jackets <input type="checkbox"/> Light <input type="checkbox"/> Fluorescent <input type="checkbox"/> UHF <input type="checkbox"/> VHF	Dinghies (Optional) Number Capacity		Pilot Contact Information IRVING, PHILIP, (410)953-0286 KFME, (410)953-0286	
Alternate 1 (Optional)			Alternate 2 (Optional)		Airport Info Area Brief	



## Washington SFRA

**ATC COMMUNICATIONS AND SQUAWK CODE REQUIRED**

**FSS: 1-800-WX-BRIEF (1-800-992-7433)**  
**(SFRA flight plan & weather briefing)**

**Potomac TRACON: 1-866-429-5882**  
**(squawk code & frequency)**

**Potomac TRACON: 1-540-351-6129**  
**(close SFRA flight plan after pattern work)**

## AIRSPEEDS FOR SAFE OPERATION (MPH IAS)

<b>V<sub>SO</sub></b>	<b>48</b>
<b>V<sub>SI</sub></b>	<b>55</b>
<b>V<sub>R</sub></b>	<b>50</b>
<b>V<sub>X</sub></b>	<b>57</b>
<b>V<sub>Y</sub></b>	<b>73</b>
<b>V<sub>F</sub></b>	<b>100</b>
<b>V<sub>A</sub> (MGW)</b>	<b>109</b>
<b>V<sub>NO</sub></b>	<b>120</b>
<b>V<sub>NE</sub></b>	<b>162</b>
<b>V<sub>ref</sub></b>	<b>65</b>
	<b>(flaps up)</b>
	<b>(flaps down)</b>
<b>V<sub>G</sub></b>	<b>60</b>
	<b>65</b>

**Recommended Max Demonstrated Crosswind 13**

From later model C150 POH. H model not listed.

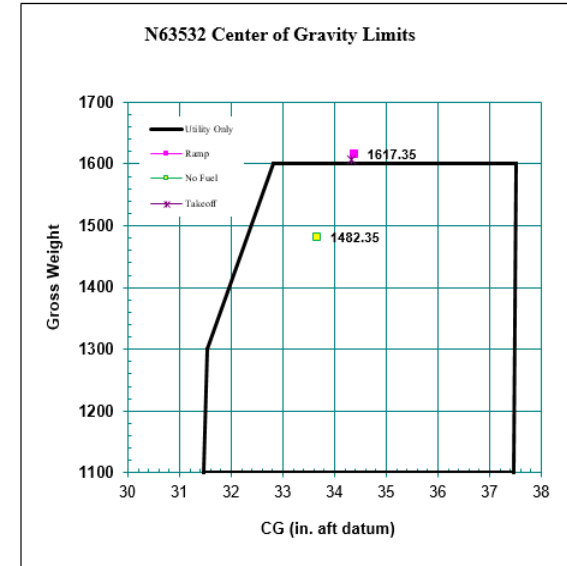
Weight & Balance Example

FAA Tail No.	N63532		Color	W/R
Flight Plan Designator	C150/U		Useable Fuel	22.5 gal
Year of Manufacture	1975		Make/Model	Cessna 150M
	±±	Weight	Arm	Moment
Basic Empty	29-Jun-2018	1131.35	32.425	36684.40
Fuel (Gal):	22.5	135.00	42.222	5699.97
Oil		11.00	-9.091	-100.00
Pilot		170.00	39.118	6650.06
Copilot		170.00	39.118	6650.06
Baggage - Area 1		0.00	64.444	0.00
Baggage - Area 2		0.00	85.714	0.00
		Weight	Arm	Moment
Ramp		1617.35	34.368	55584.49
Takeoff		1606.35	34.335	55153.82
No Fuel		1482.35	33.652	49884.52

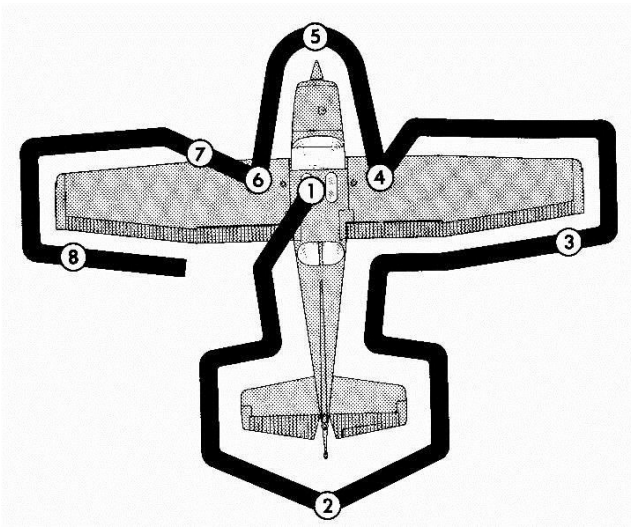
Notes: Source -- 1975 Cessna Model 150M Manual certified under FAA Type Certificate # 3A19

1. BEW includes Unusable Gas of 3.5 gallons
2. Total Fuel Volume is 26 gallons
3. Usable Fuel all flight conditions is 22.5 gallons
4. Maximum Baggage Area 1 = 120 lbs
5. Maximum Baggage Area 2 = 40 lbs

**(USE THE W&B DATA FOR THE SPECIFIC PLANE THAT YOU ARE FLYING)**



# PREFLIGHT INSPECTION



## 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

## 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
Oil Sump Heater (if installed) .....	DISCONNECT

## 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 .....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 .....Vx 57 MPH  
Clear Obstacles .....then Vy 73 /Enroute climb

## SOFT FIELD TAKEOFF

Flaps .....10 degrees  
Elevator .....FULL NOSE UP  
Throttle .....FULL OPEN  
Engine Instruments .....CHECK  
Rotation Speed .....50 MPH  
Climb Speed .....Vx 57 or Vy 73 MPH  
Flaps .....UP

## CLIMB (1000 FEET)

Airspeed .....Vy 73 MPH  
Engine instruments .....CHECK  
Wings .....CHECK  
Lights .....AS REQUIRED  
Flaps .....UP  
Flight Plan (If Filed) .....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 FLAPS DN  
Brakes .....AS REQUIRED

## AFTER LANDING

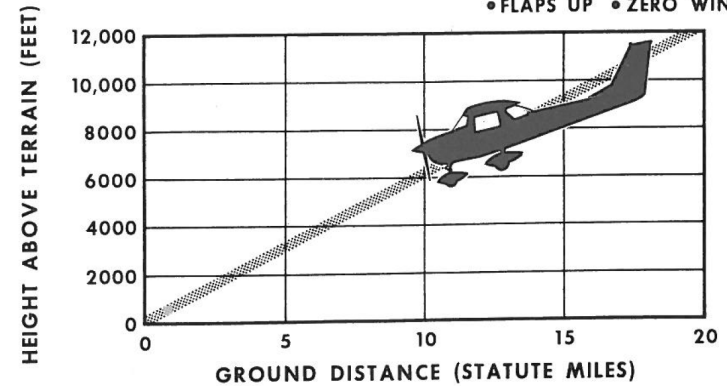
Flaps .....UP  
Transponder .....ALT  
Lights .....AS REQUIRED

## 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 Filed) .....	CLOSE

## MAXIMUM GLIDE

- SPEED 65 MPH (IAS)
- PROPELLER WINDMILLING
- FLAPS UP • ZERO WIND



## AIRSPPEED 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				

## =Power Off= STALLING SPEEDS MPH = CAS

Gross Weight 1600 lbs.	ANGLE OF BANK			
	0°	20°	40°	60°
<b>CONDITION</b>				
Flaps UP 	55	57	63	78
Flaps 20° 	49	51	56	70
Flaps 40° 	48	49	54	67



		TAKE-OFF DISTANCE — FLAPS RETRACTED — HARD SURFACE RUNWAY			
		AT SEA LEVEL & 59° F.		AT 5000 FT. & 41° F.	
GROSS WT. LBS.	IAS 50 FT. MPH	HEAD WIND KNOTS	GROUND RUN	TOTAL TO CLEAR 50 FT. OBS	TOTAL TO CLEAR 50 FT. OBS
		10	500	1035	1510
		20	305	730	1080
				1650	2440
				1250	1875
				890	1375

NOTES: 1. Increase the distances 10% for each 35° F. increase in temperature above standard for the particular altitude.  
2. For operation on a dry, grass runway, increase distances (both "ground run" and "total to clear 50 ft. obstacle") by 7% of the "total to clear 50 ft. obstacle" figure.

		MAXIMUM RATE-OF-CLIMB DATA			
		AT 5000 FT. & 41° F.		AT 10000 FT. & 23° F.	
GROSS WEIGHT LBS.	IAS, MPH	RATE OF CLIMB FT./MIN.	FUEL USED, GAL.	IAS, MPH	RATE OF CLIMB FT./MIN.
			1.6	65	220
			3.0		

NOTES: 1. Flaps retracted, full throttle, mixture leaned to smooth operation above 5000 ft.  
2. Fuel used includes warm-up and take-off allowances.  
3. For hot weather, decrease rate of climb 15 ft./min. for each 10° F above standard day temperature for particular altitude.

		LANDING DISTANCE — FLAPS LOWERED TO 40° - POWER OFF — HARD SURFACE RUNWAY - ZERO WIND			
		AT 5000 FT. & 41° F.		AT 7500 FT. & 32° F.	
GROSS WEIGHT LBS.	APPROACH SPEED, IAS, MPH	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS
			1135	520	1255

NOTES: 1. Decrease the distances shown by 10% for each 4 knots of headwind.  
2. Increase the distance by 10% for each 60° F. temperature increase above standard.  
3. For operation on a dry, grassy runway, increase distances (both "ground roll" and "total to clear 50 ft. obstacle") by 20% of the "total to clear 50 ft. obstacle" figure.

CRUISE PERFORMANCE — WITH LEAN MIXTURE									
ALTITUDE	RPM	%BHP	TAS MPH	GAL/HR.	END. HOURS		RANGE, MILES		
					STANDARD	LONG RANGE	STANDARD	LONG RANGE	
					22.5 GAL.	35 GAL.	22.5 GAL.	35 GAL.	
2500	2750	92	121	7.0	3.2	5.0	390	605	
	2700	87	119	6.6	3.4	5.3	410	635	
	2600	77	114	5.8	3.9	6.1	445	690	
	2500	68	108	5.1	4.4	6.9	475	740	
	2400	60	103	4.6	4.9	7.7	505	790	
	2300	53	96	4.1	5.5	8.6	535	830	
	2200	46	89	3.6	6.2	9.7	550	860	
	2100	40	79	3.2	7.0	10.9	555	865	
	5000	2750	85	121	6.4	3.5	5.5	425	660
		2700	80	118	6.0	3.8	5.8	445	690
2600		71	113	5.3	4.2	6.6	475	740	
2500		63	107	4.8	4.7	7.4	505	790	
2400		56	101	4.3	5.3	8.2	530	830	
2300		49	93	3.8	5.9	9.2	550	860	
2200		43	84	3.4	6.6	10.3	560	870	
2100		37	71	3.0	7.5	11.7	540	835	
7500		2700	74	117	5.5	4.1	6.3	480	745
		2600	66	111	4.9	4.6	7.1	505	790
	2500	58	105	4.4	5.1	7.9	535	830	
	2400	52	98	4.0	5.7	8.8	555	860	
	2300	45	89	3.6	6.3	9.8	560	875	
	2200	40	77	3.2	7.1	11.1	550	850	
10,000	2700	68	116	5.1	4.4	6.8	510	790	
	2600	61	109	4.6	4.9	7.6	535	830	
	2500	54	102	4.1	5.4	8.5	555	865	
	2400	48	93	3.7	6.1	9.4	565	880	
	2300	42	82	3.3	6.8	10.6	555	860	
12,500	2650	60	110	4.5	5.0	7.8	550	855	
	2600	56	106	4.3	5.3	8.2	555	865	
	2500	50	97	3.9	5.8	9.1	565	880	
	2400	44	86	3.5	6.5	10.1	560	870	

NOTES: 1. Maximum cruise is normally limited to 75% power.  
2. In the above calculations of endurance in hours and range in miles, no allowances were made for take-off or reserve.