



<p style="text-align: center;"><b>INITIAL</b></p> <p>Weather – Checked NOTAMS – Checked Weight &amp; Balance Fuel Required Gal. _____ A.R.O.W. Pitot Cover – Remove Gust Locks – Remove Fuel – On Master – On Flaps – Extend Lights – Check Fuel Gauges – Verify Master – Off</p> <p style="text-align: center;"><b>EXTERIOR</b></p> <p>Fuel Quantity – Stick Fuel Quality – Sump Caps, Drains, Vents Oil – 4 to 6 qts. Engine &amp; Cowling – Check Prop &amp; Air Intake – Check Exhaust System – Check Control Surfaces – Check Pitot &amp; Static Ports – Clear Gear, Tires, Brakes Antennas – Check Ties, Chocks, Towbar</p> <p style="text-align: center;"><b>INTERIOR</b></p> <p>Passenger Brief Hobbs – Record Alt Static – Closed Brakes – Pedal Test Seatbelts – Fastened Seats – Locked</p>	<p style="text-align: center;"><b>ENGINE START</b></p> <p>Radio &amp; Transponder – Off Fuel – On Trim – Set for Takeoff Mixture – Full Rich Throttle – Open ¼ in. Carb Heat – Off Beacon – On Breaker – Checked In Master – On Prime – 1 to 3 Pumps Prop – Clear Mags – Start Oil Pressure – Check RPM – Idle Mixture – Lean for Taxi</p> <p style="text-align: center;"><b>PRE-TAXI</b></p> <p>Flaps – Retracted Heat/Air – Set Radio &amp; Transponder – On ATIS/AWOS – Listen Altimeter – Set Transponder – Stby Radio – Test Landing/Nav Light – As Req Brakes – Pedal Test</p> <p style="text-align: center;"><b>TAXI</b></p> <p>DG &amp; Compass <i>should be free moving &amp; indicating known hdgs while taxiing</i> Attitude Indicator – Check Turn Coordinator – Check</p>	<p style="text-align: center;"><b>RUN UP</b></p> <p>Brakes – Apply Controls – Free &amp; Correct Instruments – 6 Checked Mixture – Rich Primer – Locked Throttle – 1700 RPM Mags – R/L/Both Carb Heat – Test Vacuum – Check Amps – Check Oil Pressure – Check Oil Temp – Check Throttle – Idle</p> <p style="text-align: center;"><b>PRE-TAKEOFF</b></p> <p>Fuel – On Trim – Takeoff Flaps – 0° - 10° Mixture – Rich Carb Heat – Off Landing Light – On Transponder – Alt/ Sqwk Doors &amp; Windows – Latch DG – Set to Compass Time – Note</p> <p style="text-align: center;"><b>TAKEOFF</b></p> <p>Check for Traffic &amp; Call Wind Direction – Note X-Wind Correction – Apply Throttle – Full Engine Gauges – Green Airspeed – Alive Rotate – <b>V<sub>r</sub> 50-55 kts</b> Pitch for – <b>V<sub>y</sub> 68 kts</b></p>	<p style="text-align: center;"><b>CLIMB</b></p> <p>Airspeed <b>60 – 70 kts</b> Power – Set Mixture – Set Instruments – Check Landing Light – Off</p> <p style="text-align: center;"><b>CRUISE</b></p> <p>Power – Set Mixture – Set Instruments – Check DG – Set to Compass</p> <p style="text-align: center;"><b>DESCENT</b></p> <p>Mixture – Richen Carb Heat – As Required ATIS/AWOS – Listen Altimeter – Set DG – Set to Compass Instruments – Check</p> <p style="text-align: center;"><b>PRE-LANDING</b></p> <p>Fuel – On Landing Light – On (10mi) Seat Belts – Fastened Radio – Announce Position Airspeed – White Arc</p> <p style="text-align: center;"><b>Read &amp; Do Checklists</b></p>	<p style="text-align: center;"><b>LANDING</b></p> <p>Carb Heat – On Throttle – Reduce Flaps – 10° - 40° Airspeed – Set Trim – As required</p> <p style="text-align: center;"><b>AFTER LANDING</b></p> <p>Announce Clear of Rwy Trim – Set for Takeoff Flaps – Retract Mixture – Lean for Taxi Carb Heat – Off Landing Light – As Req Transponder – Stby</p> <p style="text-align: center;"><b>SHUTDOWN</b></p> <p style="text-align: center;"><i>Turn off In Order</i></p> <p>Music – Avionics Mixture – Cutoff Mags – Off Master – Off</p> <p style="text-align: center;"><b>SECURING</b></p> <p>Switches – Off Hobbs/Tach – Record Squawks – Notify Gust Lock – Install Pitot Cover – Install Chocks/Tie Down Verify Quiet &amp; Dark</p> <p style="text-align: center;"><b>Do &amp; Verify Checklists</b></p>
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<b>V<sub>r</sub></b> • Rotation Speed – <b>50-55 kts</b>	<b>V<sub>so</sub></b> • Stall Speed (Dirty) – <b>42 kts</b>	<b>V<sub>a</sub></b> • Maneuvering Speed – <b>93 kts</b>	<b>V<sub>ne</sub></b> • Never Exceed – <b>140 kts</b>
<b>V<sub>x</sub></b> • Best Climb Angle – <b>56 kts</b>	<b>V<sub>s</sub></b> • Stall Speed (Clean) – <b>47 kts</b>	<b>V<sub>fe</sub></b> • Flap Extended – <b>86 kts</b>	<b>X Wind</b> • Max Demo'd – <b>12 kts</b>
<b>V<sub>y</sub></b> • Best Climb Rate – <b>68 kts</b>	<b>V<sub>g</sub></b> • Best Glide Speed – <b>60 kts</b>	<b>V<sub>no</sub></b> • Normal Operating – <b>105 kts</b>	

	Kts	Flaps	- Notes -
<b>Cruise Settings</b> (TAS – 3,500')			<i>Lean mixture above 3000ft</i>
Economy	89	0°	2200 RPM – 3.4 GPH – 44% Power
Normal	95	0°	2300 RPM – 3.8 GPH – 50% Power
Maximum	100	0°	2500 RPM – 4.8 GPH – 64% Power
<b>Arrival</b>			
Approach	70 - 65	10° - 20°	1700 RPM (initially)
Short Final	65 - 60	30° - 40°	Idle – 1200 RPM
Lebanon (M54) 588' CTAF – 122.725 AWOS – 118.325	Gallatin/ Sumner County (KXNX) 583' CTAF – 123.05 AWOS – 132.725		Short Field Takeoff (50 ft. obstacle): 0° Flaps, Climb <b>V<sub>x</sub> 56</b> until clear Short Field Takeoff (No obstacle): 10° Flaps Soft Field Takeoff 10° Flaps

# Cessna N3045V



# 150 M

## ENGINE FAILURE – RESTART

- AIRSPEED ..... PITCH FOR **64 KTS**
- FUEL SELECTOR ..... ON
- MIXTURE ..... FULL RICH
- CARB HEAT ..... ON (OUT)
- PRIMER ..... IN & LOCKED
- MAGS ..... BOTH/ START (If propeller has stopped windmilling)

*If no restart proceed to forced landing checklist*

## FORCED LANDING

*Once landing is assured and time permits*

- SEATBELTS & SHOULDER HARNESSSES ..... SECURE
- AIRSPEED ..... **64 KTS** (flaps up) **55 KTS** (flaps down)
- MIXTURE ..... CUTOFF
- FUEL SELECTOR ..... OFF
- MAGS ..... OFF
- RADIO ..... 121.5 (Declare Emergency)
- TRANSPONDER ..... 7700
- FLAPS ..... 40° RECCOMENDED
- MASTER ..... OFF
- DOORS ..... UNLATCHED

## ENGINE FIRE IN FLIGHT

- MIXTURE ..... CUTOFF
- FUEL SELECTOR ..... OFF
- MASTER ..... OFF
- CABIN HEAT ..... CLOSED
- AIRSPEED ..... **85 KTS**

*Proceed to forced landing checklist*

## ELECTRICAL FIRE IN FLIGHT

- MASTER ..... OFF
  - ALL RADIO AND ELECTRICAL SWITCHES ..... OFF
  - CABIN HEAT/AIR AND VENTS ..... OFF
- Land at nearest suitable airport or proceed to forced landing checklist, DO NOT RESET TRIPPED CIRCUIT BREAKERS*

## OVERVOLTAGE LIGHT

*If light illuminates alternator will disengage*

- MASTER ..... OFF, THEN ON
- If overvoltage light remains off proceed normally*
- IF OVERVOLTAGE LIGHT REMAINS ON:
- MASTER ..... OFF
  - BEFORE LANDING ..... MASTER ON
- This conserves power for flaps, radios, & essential equipment*

## INSUFFICIENT RATE OF CHARGE

*If ammeter shows -negative value battery is discharging*

- MASTER ..... OFF
  - BEFORE LANDING ..... MASTER ON
- This conserves power for flaps, radios, & essential equipment*

## ICING CONDITIONS

- PITOT HEAT ..... ON
  - CARB HEAT ..... ON
  - CABIN HEAT ..... MAXIMUM
- CONSIDER 180 TURN OR CLIMB OR DESCEND*

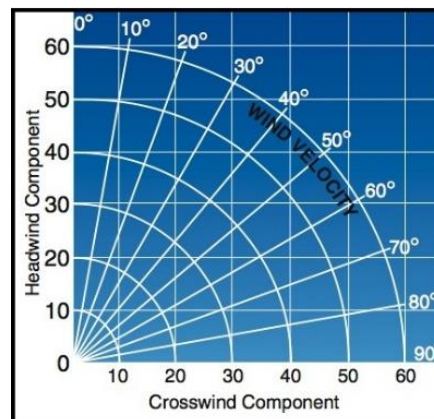
**DO NOT REMAIN IN ICING CONDITIONS**

- RPMS ..... INCREASE
- FLAPS ..... NOT RECCOMENDED FOR LANDING
- LAND AT HIGHER AIRSPEED

## GO AROUND

- POWER ..... FULL
- CARB HEAT ..... OFF
- CLIMB ..... POSITIVE RATE
- FLAPS ..... RETRACT SLOWLY
- AIRSPEED ..... **70 KTS**

N3045V Cessna 150 M (Continental O-200-A, 100HP)	
<b>Empty Weight:</b> 1,110 lbs	<b>Useful Load:</b> 490 lbs
<b>Max Gross Weight</b> (takeoff): 1,600 lbs <b>Max Baggage Area:</b> 120 lbs	
<b>Fuel Type:</b> 100 LL (Blue) <b>Fuel:</b> Useable 22.5 gal / Total 26 gal / Unusable 3.5 gal <b>Oil Capacity:</b> 6qts (Minimum 4) <b>Electrical System:</b> 12-14V / 60 AMP Alternator <b>Service Ceiling:</b> 14,000 ft <b>Rate of Climb</b> (sea level): 670 fpm <b>Range</b> (75% 5,000ft): 4.0 hrs (no reserve, 480 mi, no wind)	



\*\*\* For use In CBA aircraft only, please consult your aircrafts POH for valid information pertaining to the use and operation of your specific aircraft \*\*\*