### Preflight Inspection

- **Cockpit**
  - Keys Mags Off / Keys On Dashboard
  - hobbs / Tach Record
  - Control Lock(s) Remove
  - Master Switch On
- Fuel Quantity Gauges Check
- Alternator OFF Verify Hi Voltage Lt
- Exterior Lights Check
- Electrical Equipment Off
- Flaps Down
- Master Switch Off
- Fuel Shutoff Valve On (down)
- Acft Documents (AROW) On Board

### Left Wing
- Fuel Sump Sample - no H2O2 or debris
- Landing Gear / Tire / Brake Check
- Fuel QUANTITY CHECK VISUALLY
- Fuel Cap Secure
- Antennas Secure
- Leading Edge Clean
- Pitot Tube Check, 2 holes
- Fuel Vent Clear
- Static Head Remove
- Wingtip Lights Inspect
- Aileron Hinges, Rod, Movement
- Flap Security, Rod, Track

### Fuselage and Empennage
- Overall Condition Check
- Antennas Secure
- Tie Down Remove
- Elevators / Trim Tab Hinges, etc
- Rudders Check
- Beacon and Position Lights Check
- Right Wing
  - Same as Left Wing (in reverse). No pilot tube / stall warning horn.
  - Nose

### OIL QUANTITY & 4-QUARTS
- Engine Sump 2 Second Purge / Sample
- Oil Inspection Door Secure 2 Screws
- Nose Gear / Tire Check (4” min strut)
- Carburetor Inlet Check / No Debris
- Carburetor Check
- Engine Air Inlets Check
- Prop and Spinner Check / Secure
- Exhaust Stack Secure
- Static Port Unobstructed

### V-Speeds (in KIAS)

<table>
<thead>
<tr>
<th>Vr</th>
<th>50-55</th>
<th>Va</th>
<th>88-97</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vx</td>
<td>56</td>
<td>Vle</td>
<td>85</td>
</tr>
<tr>
<td>Vy</td>
<td>68</td>
<td>Vno</td>
<td>107</td>
</tr>
<tr>
<td>Climb</td>
<td>72</td>
<td>Vne</td>
<td>141</td>
</tr>
<tr>
<td>Vs</td>
<td>47</td>
<td>Best Glide</td>
<td>60</td>
</tr>
<tr>
<td>Vso</td>
<td>42</td>
<td>Max dem XW</td>
<td>13</td>
</tr>
<tr>
<td>Vref</td>
<td>20’s</td>
<td>Max + 5</td>
<td>41.5</td>
</tr>
</tbody>
</table>

### Pre-Flight Inspection

- Carburetor Heat Cold
- Landing Light Cold
- Time Off / Fuel Note

### Cessna 150M Checklist

<table>
<thead>
<tr>
<th>Before Start</th>
<th>After Takeoff</th>
<th>Cruise</th>
<th>Pre-Maneuver Check</th>
<th>After Landing</th>
<th>Run-Up</th>
<th>Before Taxi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps Up</td>
<td>Throttle</td>
<td>RPM</td>
<td>Lean</td>
<td>Engaged</td>
<td>1000 RPM</td>
<td>Heads up</td>
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<tr>
<td>Master Switch</td>
<td>Off</td>
<td>Master Switch</td>
<td>Off</td>
<td>Throttle</td>
<td>Cold</td>
<td>Carb Heat</td>
</tr>
<tr>
<td>Engine Instruments</td>
<td>On</td>
<td>Fuel Shutoff Valve</td>
<td>On</td>
<td>Carb Heat</td>
<td>Cold</td>
<td>Landing Light</td>
</tr>
<tr>
<td>Avionics</td>
<td>On</td>
<td>Magnetos</td>
<td>On</td>
<td>Carb Heat</td>
<td>Cold</td>
<td>Landing Light</td>
</tr>
<tr>
<td>Radios</td>
<td>Set</td>
<td>Throttle</td>
<td>1/4” Open</td>
<td>Carb Heat</td>
<td>Cold</td>
<td>Magnetos</td>
</tr>
<tr>
<td>Transponder</td>
<td>Standby</td>
<td>Mixture</td>
<td>Full Rich</td>
<td>Carb Heat</td>
<td>Cold</td>
<td>Magnetos</td>
</tr>
<tr>
<td>Flight Instruments</td>
<td>Set / Held</td>
<td>Fuel Shutoff Valve</td>
<td>Off</td>
<td>Carb Heat</td>
<td>Cold</td>
<td>Magnetos</td>
</tr>
<tr>
<td>Brakes</td>
<td>Set / Held</td>
<td>Carb Heat</td>
<td>Cold</td>
<td>Carb Heat</td>
<td>Cold</td>
<td></td>
</tr>
<tr>
<td>Basic</td>
<td>Full Rich</td>
<td>Carb Heat</td>
<td>Cold</td>
<td>Carb Heat</td>
<td>Cold</td>
<td></td>
</tr>
</tbody>
</table>

### Post-Maneuver Check

- Carb Heat Cold
- Mixture Lean as Required

### Approach

- Carb Heat Cold
- Mixture Lean as Required
- Engine Instruments Check
- Avionics Off
- Mixture Cut-Off
- Electrical Equipment Off
- Master Switch Off
- Magnetos Off, Key Out

### Takeoff

- Master Switch | Verify Off | Flight Controls | Secure (lock or belt)
- Flaps Up | Normal for takeoff | Seat Belts | Secured / Not Dangling
- Trim | Set | Doors & Windows | Secure
- Takeoff Briefing | Complete | Carburetor Heat | Cold
- Carburetor Heat | Cold
- Landing Light | Cold
- Time Off / Fuel | Noted

### Engine Failure

**Altitude Sufficient For Restart?**

- No

### Flooded Engine Start

- Throttle Full Forward
- Carburetor Heat Cold
- Mixture Cut-Off

### Engine Fire During Start

- Throttle 1/2” Open
- Carburetor Heat Cold
- Mixture Cut-Off
- Starter Engaged
- Fuel Shutoff Valve Open (down)
- Carb Heat Cold
- Landing Light Off (day)
- Flaps Up

### Engine Roughness

- Carb Heat Hot
- No roughness continues after two minutes

### Engine Fire In Flight

- Mixture Cold
- Carburetor Heat Off
- Carb Heat Cold
- Mixture Cold
- Carb Heat Cold
- Magnetos Check
- Engine Instruments Check
- Engine Instruments Check
- Magnetos Check
- Magnetos Check

### Cabin Fire In Flight

- Battery/Alternator Off
- Electrical Equipment Off
- Vents / Windows Open

### Engine Fire During Taxi

- Throttle Open
- Carburetor Heat Cold
- Mixture Full Rich
- Starter Engaged
- Fuel Shutoff Valve Off (up)
- Carb Heat Hot
- Landing Light Off (day)
- Flaps Up

### Engine Fire After Takeoff

- Throttle Full Forward
- Carburetor Heat Cold
- Mixture Cut-Off
- Starter Engaged
- Fuel Shutoff Valve On (down)
- Carb Heat Hot
- Landing Light Off (day)
- Flaps Up

### Engine Roughness

- Carb Heat Cold
- Mixture Lean as Required
- Engine Instruments Check
- Magnetos Check
- Magnetos Check

### Engine Failure

- Glide Establish (60 KIAS)
- Landing Site Select
- Carb Heat Hot
- Mixture Full Rich
- Fuel Shutoff Valve On (down)
- Master Switch On
- Throttle Set Primer
- Magnetos Off
- Fuel Shutoff Valve Off (up)

### Loss of Fuel Pressure

- Mixture Full Rich
- Fuel Shutoff Valve On (down)
- Carburetor Heat Cold

### Fuel Roughness

- Carburetor Heat Cold
- Mixture Lean as Required
- Mixture Cold
- Carb Heat Cold

### Cessna 150M Checklist

**Yes**

- Glide Establish (60 KIAS)
- Landing Site Select
- Carb Heat Hot
- Mixture Full Rich
- Fuel Shutoff Valve On (down)
- Master Switch On
- Throttle Set Primer
- Magnetos Off
- Fuel Shutoff Valve Off (up)

**No**

- Mayday Transmit
- Mixture Cut-Off
- Battery/Alternator Off
- Magnetos Off
- Fuel Shutoff Valve Off (up)

### Loss of Oil Pressure / High Oil Temperature

- Land as soon as practical.
- Prepare for imminent engine failure.

### Electrical Failure

- Load Meter Verify Inop
- Alternator Off
- Reduce electrical load to min

### Electrical Overload

- Engine Carburetor Heat Cold
- Mixture Full Rich
- Carburetor Heat Off
- Carburetor Heat Cold
- Carburetor Heat Cold
- Carburetor Heat Cold
- Carburetor Heat Cold
- Carburetor Heat Cold

### Carburetor Icing

- Carburetor Heat Cold
- Mixture Lean as Required
- Carburetor Heat Cold

### Cessna 150M Checklist

- Always use Carburetor Heat Below 2100 RPM when OAT < 70 deg Fahrenheit

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The checklist has been developed by the Cessna 150/152 Owners Association. Use at your own risk. Please DO NOT alter this checklist in any way. This document is based on FAA regulations and aircraft manufacturer's instructions. Always consult the aircraft manufacturer's manual for the most accurate and up-to-date information.