

THE AVIATION CHECKBOOK™

- ~ *FACTORY-TYPE, FULL-DATA FORMAT, FOR FAA PART 141 & 61* ~
 - ~ *LIFETIME GUARANTEE, VIRTUALLY INDESTRUCTIBLE PAGES* ~
 - ~ *FULL-COLOR FOR QUICK ACCESS & EASIER READING* ~
 - ~ *GRADUATED PAGES IN AN IDEAL "POCKET" SIZE* ~
-

CESSNA 150 D-K



VOLUME II

~ *EXPANDED PILOT UTILITIES & REFERENCE TOOLS* ~

PERSONAL INFORMATION

NAME: _____ ADDRESS: _____

CITY / STATE / ZIP: _____

CELL: _____ WORK: _____ HOME: _____

BLOOD TYPE: _____ ALLERGIES: _____

MEDICAL NOTES: _____

OTHER: _____

OTHER: _____

Flight Plan Sequence

FAA Flight Plan

- 1) Type: VFR / IFR / DVFR
- 2) Aircraft Identification
- 3) Aircraft Type / Special Equip. Suffix
- 4) True Airspeed (Kts)
- 5) Departure Point
- 6) Departure Time: Proposed (Z)
- 7) Cruising Altitude
- 8) Route Of Flight
- 9) Destination
- 10) Est. Time Enroute (Hrs / Min)
- 11) Remarks
- 12) Fuel On Board (Hrs / Min)
- 13) Alternate Airport (s)
- 14) Pilot's Name / Phone / Homebase
- 15) Number Of Souls Aboard
- 16) Color Of Aircraft
- 17) Destination Contact / Telephone (Optional)

Equipment Suffixes

- / X- No Transponder
- / T- Transponder w/O ALTITUDE ENCODER
- / U- Transponder w/ ALTITUDE ENCODER
- / B- DME, Transponder w/O ALTITUDE ENCODER
- / A- DME, Transponder w/ ALTITUDE ENCODER
- / I- RNAV, Transponder w/ ALTITUDE ENCODER
- / G- GPS, w/Enroute, Terminal, GPS Approach Capability

Local Frequencies

TOWER: _____ GROUND: _____
APPROACH: _____ OTHER: _____
ATIS: _____ AWOS: _____
FBO: _____ FUEL: _____

Common Unicom Frequencies

UNICOM: 122.7 - 122.8 - 122.9 - 123.0
MULTICOM: 122.9 (CTAF) 122.75 - 122.85 (W To Air)

WARNING

Specifications Are Approximate Because Of Environment & Plane Model / Year Variables.
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CESSNA-150 D-K

(Continental O-200-A, 100 HP)

*** Every Plane Has A Different Empty Weight And Useful Load**

- * Empty Weight:** LBS (Specific Plane Weight)
*** Max. Useful Load:** LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Area: 120 LBS (Included In Useful Load)
Max. T.O. Weight: 1600 LBS

Fuel Type: 100 LL (Blue) / 100 (Green) / 80/87 (Red)
Usable Fuel: 22.5 Gallons (35 L.R. Tanks)
Oil Capacity: 6 Quarts (Minimum 4)
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 30 PSI / Main - 21 PSI
(Nose - Optional 6:00x6 - 21 or 35 PSI Dep. on Yr.)

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• AIRCRAFT SPECIFICS

• V SPEEDS

• PREFLIGHT DIAGRAM

• PREFLIGHT INSPECTION

• PRE-START / START

• PRE-TAXI / TAXI

• RUNUP / PRE-TAKEOFF

• TAKEOFF

• CLIMB / CRUISE / DESCENT

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY

POWER LOSS / RE-START / LANDING W/O POWER

EMERGENCY

ENGINE FIRE / ELECTRICAL FIRE

EMERGENCY

CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

EMERGENCY

LANDING WITH POWER / DITCHING

More ▾

Weather Resources

"The Big Picture"

Weather Channel, TV-news,
Newspaper, NOAA Weather Radio,
ATIS, ASOS, AWOS,
PATWAS (Automatic Telephone Answering Service)

"Preflight Weather Briefing"

Flight Service, NWS, DUAT.

Evaluate

- Current & Forecast Conditions
 - 1. Local, Area & Destination
- Hazardous Weather
 - 1. Outlooks, Watches & Warnings
 - 2. Signs & Symptoms
- Radar Observations & Summary Charts
- Winds & Temperature-Altitude Forecast
- Forecasting Clouds
- Other Resources

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	* CAS	KNOTS	(MPH)
X Wind	— Max Demo'd	12	(14)
Vr	— Rotation Speed	43	(50)
Vx	— (D-G) — Best Angle Climb	45	(52)
Vx	— (H) — Best Angle Climb	50	(57)
Vx	— (J,K) — Best Angle Climb	56	(64)
Vy	— Best Rate Climb	63	(72)
Va *	— Max Abrupt (1300 lbs)	85	(98)
Va *	— Max Abrupt (Full Gross)	95	(109)
Best Glide	— (1300 lbs)	50	(58)
Best Glide	— (Full Gross)	56	(65)
Vno *	— Max Structural Cruise	104	(120)
Vne *	— Never Exceed	141	(162)
Vfe	— Flaps Extended	87	(100)
Vs0 *	— Stall With Flaps	42	(48)
Vs *	— Stall w/o Flaps	48	(55)

15014-2

• V SPEEDS

• PREFLIGHT DIAGRAM

• PREFLIGHT INSPECTION

• PRE-START / START

• PRE-TAXI / TAXI

• RUNUP / PRE-TAKEOFF

• TAKEOFF

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• AFTER LANDING / SECURING

EMERGENCY

POWER LOSS / RE-START / LANDING W/O POWER

EMERGENCY

ENGINE FIRE / ELECTRICAL FIRE

EMERGENCY

CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

EMERGENCY

LANDING WITH POWER / DITCHING

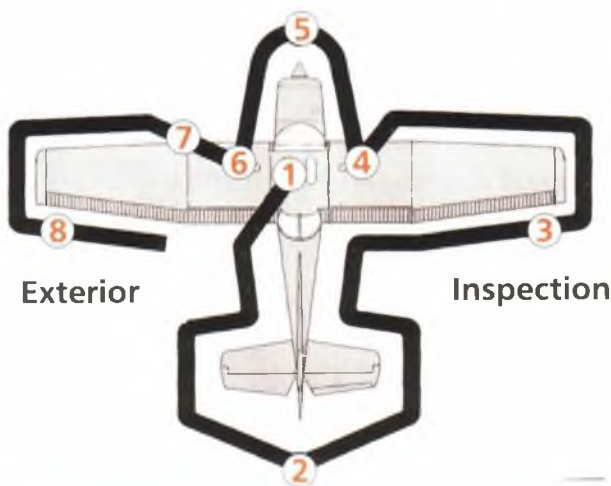
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Weather Briefing

Standard Briefing Is Recommended For Any Cross-Country Flight. It Is The Most Complete Briefing. It Covers Adverse Conditions, Current & Forecast Conditions, (Enroute And Destination), Freezing Level, & Winds Aloft.

Outlook Briefing For Departures More Than Six Hours Away. It Covers The Forecast Conditions For Your Route Of Flight. It Is A Good Idea To Ask For The Current Conditions So That You Can Monitor Weather Changes.

Abbreviated Briefing Is Good To Request When You Have Already Received A Standard Briefing And You Need To Obtain Current Information. Simply Inform The Briefer Of The Information You Need.



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- PREFLIGHT DIAGRAM
- PREFLIGHT INSPECTION
- PRE-START / START
- PRE-TAXI / TAXI
- RUNUP / PRE-TAKEOFF
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- PRE-LANDING / LANDING / GO-AROUND
- AFTER LANDING / SECURING

EMERGENCY

POWER LOSS / RE-START / LANDING W/O POWER

EMERGENCY

ENGINE FIRE / ELECTRICAL FIRE

EMERGENCY

CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

EMERGENCY

LANDING WITH POWER / DITCHING

More ▾

The Go / No-Go Decision

Base Your Decision On:

- * All Available Weather Information
- * Aircraft Capability
- * Your Pilot Experience & Proficiency
- * Your Mental & Physical State

Caution: Don't let "Get Home Itis" Impede Good Judgement. A Different Departure Time, Either Earlier, Or Later, May Be The Answer. Sometimes The Best Choice Is To Cancel The Trip

Go Decision

Even If Your Decision Is To Go, Continue Making Decisions About Continuing Flight To Your Destination, Altering Course, Or Diverting To Another Field.

In-Flight Weather Sources:

- * Flight Watch (FAS-122.0)
- * Flight Service (FSS)
- * Air Traffic Control (ATC)
- * Transcribed Broadcasts

~~THE FAS, FSS, ATIS, ATIS~~

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Visually check aircraft for general condition during walk-around inspection. Remove any frost, ice, snow, or debris from wing, tail control surfaces and their internal areas. If night flight, verify lights and have flashlight available.

- | | |
|---|---|
| <p>(1) Control Lock ——— REMOVE
 Papers ——— A.R.O.W.
 Ignition ——— OFF
 Master ——— ON
 Fuel Quantity ——— CHECK
 Flaps ——— DOWN
 Master ——— OFF
 Fuel Valve ——— ON</p> <p>(2) Rudder Gust Lock ——— REMOVE
 Tail Tie Down ——— REMOVE
 Control Surfaces ——— INSPECT
 (Movement & Security)</p> <p>(3) Aileron / Flap ——— INSPECT
 (Movement & Security)</p> <p>(4) Wing Tie Down ——— REMOVE
 Main Tire Condition ——— CHECK / PSI
 Fuel Quantity ——— INSPECT
 (Secure Fuel Filler Cap)
 Fuel Quality ——— INSPECT *</p> | <p>(5) Oil Level ——— CHECK
 (6 Qts. Extended Flights - 4 Qts. Min.)
 Fuel Quality ——— INSPECT *
 Prop / Spinner ——— INSPECT
 (For Nicks & Security)
 Carburetor Air Filter ——— INSPECT
 (For Restrictions By Dust / Other Matter)
 Nose Wheel Strut / Tire — CHECK
 (For Condition & Inflation)
 Nose Tie Down / Chock — REMOVE
 Static Port ——— CLEAR</p> <p>(6) Main Tire Condition ——— CHECK / PSI
 Fuel Quantity ——— INSPECT
 (Secure Fuel Filler Cap)
 Fuel Quality ——— INSPECT *</p> <p>(7) Pitot Tube Cover ——— REMOVE
 (Check For Blockage)
 Fuel Tank Vent ——— CHECK
 (For Blockage)
 Stall Warning Vane ——— CHECK
 Landing Light ——— INSPECT
 (For Blockage)
 Wing Tie Down ——— REMOVE</p> <p>(8) Aileron / Flap ——— INSPECT
 (For Movement & Security)</p> <p>(9) Final Walk-Around</p> |
|---|---|

* Before 1st Flight of The Day & After Refueling (For Water, Sediment & Proper Fuel Grade/Quality)

• PREFLIGHT INSPECTION

• PRE-START / START

• PRE-TAXI / TAXI

• RUNUP / PRE-TAKEOFF

• TAKEOFF

• CLIMB / CRUISE / DESCENT

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY POWER LOSS / RE-START / LANDING W/O POWER

EMERGENCY ENGINE FIRE / ELECTRICAL FIRE

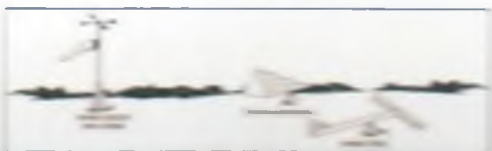
EMERGENCY CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

EMERGENCY LANDING IM IN POWER / DIVING

Tips

- Towbar & Chocks Removed?
- Seatbelt(s) Inside Cockpit Before Closing Door(s)?
- Before Starting Engine(s), Are There Any People, Animals or Objects Near or Approaching Aircraft?
- Use Controls (*Ailerons & Elevator*) Correctly with Wind and Other Aircrafts' Prop or Jet Blast.

Wind Direction Indicators



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BEFORE STARTING ENGINE

- | | | |
|------------------------------------|--------------|------------|
| 1) Preflight Inspection | — A.R.O.W. — | COMPLETE |
| 2) Passenger Brief | _____ | COMPLETE |
| 3) Hobbs/Tach Time | _____ | NOTE |
| 4) Circuit Breakers | _____ | CHECK IN |
| 5) Seat Track & Back | _____ | LOCKED |
| 6) Fuel Valve | _____ | ON |
| 7) Avionics & Electrical Equipment | _____ | OFF |
| 8) Brakes | _____ | TEST / SET |

STARTING ENGINE

- | | | |
|--------------------|--|------------|
| 1) Carburetor Heat | _____ | OFF |
| 2) Mixture | _____ | RICH |
| 3) Throttle | _____ | OPEN 1/4" |
| 4) Primer | _____ <i>As Required, Then</i> _____ | LOCK |
| 5) Beacon | _____ | ON |
| 6) Prop Area | _____ | CLEAR |
| 7) Master | _____ | ON |
| 8) Mags | _____ <i>Pull T-Handle On Earlier Models</i> _____ | START/BOTH |
| 9) Oil Pressure | _____ | CHECK |

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• PRE-START / START

• PRE-TAXI / TAXI

• RUNUP / PRE-TAKEOFF

• TAKEOFF

• CLIMB / CRUISE / DESCENT

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY

POWER LOSS / RE-START / LANDING INTO POWER

EMERGENCY

ENGINE FIRE / ELECTRICAL FIRE

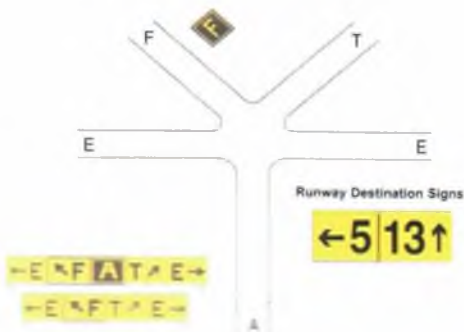
EMERGENCY

CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

EMERGENCY

LANDING WITH POWER / DITCHING

Taxiway Destinations



Tips

If Unsure Of Your Exact Location While Taxiing, Stop Aircraft And Ask Ground Control For "Progressive" Taxi Instructions. Never Taxi Across Or Over A Runway If You Have Not Been Given A Clearance To Do So. Query Controller If You Have Any Doubts.

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PRE-TAXI / TAXI

- 1) Mixture _____ AS REQUIRED
- 2) Seat Belts & Harness _____ ADJUST / SECURE
- 3) Flaps _____ UP
- 4) Autopilot _____ OFF
- 5) Heat / Vent / Defrost _____ SET
- 6) Avionics _____ TEST / SET
- 7) Transponder _____ STANDBY
- 8) ATIS / AWOS _____ OBTAIN
- 9) Altimeter _____ SET
- 10) Lights _____ AS REQUIRED
- 11) Brakes _____ TEST
- 12) Attitude Indicator _____ TEST
- 13) Turn Coordinator _____ TEST
- 14) H.I. / Compass _____ TEST

• PRE-TAXI / TAXI

• RUNUP / PRE-TAKEOFF

• TAKEOFF

• CLIMB / CRUISE / DESCENT

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY

Power Loss / Re-Start / Landing w/o Power

EMERGENCY

Engine Fire / Electrical Fire

EMERGENCY

Crew Or Wing Fire / Electrical Malfunctions

EMERGENCY

Landing With Power / Diving

VFR Weather Minimums

VFR Min. Visibility Below 10,000 MSL	VFR Min. Visibility 10,000 MSL & Up	VFR Cloud Clear Below 10,000 MSL	VFR Cloud Clear 10,000 MSL & Up
---	--	-------------------------------------	------------------------------------

Class B	3 miles	3 miles	Clear Clouds	Clear Clouds
Class C	3 miles	3 miles	500 Below 1000 Above 2000 Horiz.	500 Below 1000 Above 2000 Horiz.
Class D	3 miles	3 miles	500 Below 1000 Above 2000 Horiz.	500 Below 1000 Above 2000 Horiz.
Class E	3 miles	5 miles	500 Below 1000 Above 2000 Horiz.	1000 Below 1000 Above 1 Mile Horiz.
Class G	Day: 1 mile Night: 3 miles	5 miles*	500 Below 1000 Above 2000 Horiz.	1000 Below 1000 Above 1 Mile Horiz.

* Flying 1,200 AGL or Below. Day=1 mile visibility / clear clouds
Night = 3 miles visibility / 500 below, 1,000 above, 2,000 horizontal

TIME ABOVE	IN 500' AGL	IN 1,000'
Class B	Classified For Terrain	Classified To Land
Class C	Classified To Top	Classified For Landing
Class D	Top	Top to Contiguous Surface
Class E	Top of Obstacle Area	Classified To Land
Class G	Top of Obstacle Area	Top
Obstacle Area in Class B	Top of Obstacle Area	Top of Obstacle Area

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BEFORE TAKEOFF

- 1) Parking Brake _____ SET
- 2) Flight Controls _____ FREE / CORRECT
- 3) Fuel Valve _____ ON
- 4) Trim _____ TAKEOFF
- 5) Mixture _____ BEST POWER
- 6) Throttle _____ 1700 RPM
- 7) Magnetos _____ (R Then L) _____ TEST { 150 RPM Max Drop
75 RPM Max Diff.
- 8) Carburetor Heat _____ TEST (RPM DROP)
- 9) Engine Instruments/Ammeter _____ CHECK
- 10) Suction Gauge _____ (4.6-5.4") _____ CHECK
- 11) Idle _____ CHECK CLOSED
- 12) Throttle Friction _____ ADJUST
- 13) Doors / Windows _____ CLOSE / LOCK
- 14) Strobes / Landing Lights _____ AS REQUIRED
- 15) Transponder _____ SQUAWK / ALTITUDE
- 16) Time _____ RECORD
- 17) Brakes _____ RELEASE
- 18) **Abort Plan** _____ **READY!**

• RUNUP / PRE-TAKEOFF

• TAKEOFF

• CLIMB / CRUISE / DESCENT

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY Power Loss / Re-Start / Landing w/o Power

EMERGENCY Engine Fire / Electrical Fire

EMERGENCY Cabin Or Wing Fire / Electrical Malfunction

EMERGENCY Landing With Power / Dropping

Wake Turbulence Considerations

- Departing Behind A Large Aircraft, Rotate Prior To Large Aircraft's Rotation Point And Climb Above Its Path Until Turning Clear Of Wake.
- For Intersection Takeoffs On The Same Runway, Be Alert To Adjacent Large Aircraft Operations, Particularly Upwind Of Your Runway. Avoid Headings That Will Cross Below The Larger Aircraft's Path.
- If Departing Or Landing After A Large Aircraft Executing A Low Approach, Missed Approach, Or Touch And Go Landing. *(Since Vortices Settle And Move Laterally Near The Ground, The Vortex Hazard May Exist Along The Runway And In Your Flight Path, Particularly In A Quartering Tail Wind), It Is Prudent To Wait 2 Minutes Prior To A Takeoff Or Landing.*

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~ Always Adjust Speed As Needed For Conditions ~

NORMAL TAKEOFF

- 1) Flaps _____ UP
- 2) Carburetor Heat _____ OFF *(Or As Required)*
- 3) Mixture _____ BEST POWER
- 4) Power — *(Min. 2375 RPM)* — FULL THROTTLE
- 5) Rotate _____ **43 KIAS (50 MPH)**
- 6) Climb Speed _____ **63 KIAS (72 MPH)**

MAX PERFORMANCE TAKEOFF

- 1) Flaps _____ UP
(10° Flaps w/No Obstacle or Soft Field)
- 2) Carburetor Heat _____ OFF *(Or As Required)*
- 3) Brakes _____ APPLY
- 4) Mixture _____ BEST POWER
- 5) Power — *(Min. 2375 RPM)* — FULL THROTTLE
- 6) Brakes _____ RELEASE
- 7) Elevator _____ SLIGHTLY TAIL LOW
- 8) Climb—*(Clear Obstacles)*— **Vx** *(Varies w/Model Year)*
- 9) Flaps _____ RETRACT SLOWLY

• TAKEOFF

• CLIMB / CRUISE / DESCENT

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY

Power Loss / Re-Start / Landing into Power

EMERGENCY

Engine Fire / Electrical Fire

EMERGENCY

Over Or Wing Fire / Electrical Malfunction

EMERGENCY

Landing With Power / Dropping

PIREPS

1. Aircraft ID
2. Location
3. Time
4. Altitude
5. Reason For Report:
 - a. Cloud Ceilings / Tops
 - b. Precip/Icing/Turbulence
 - c. Visibility / Temperature

VFR Cruising Altitudes

(Magnetic)

- 0° To 179°
Odd Altitude + 500'
- 180° To 359°
Even Altitude + 500'

(Rules Apply Above 3000' AGL)

Tips:

Wake Turbulence Enroute

Enroute it is advisable to avoid a path below and behind a large aircraft and if a large aircraft is observed above on the same track, adjust your position laterally and preferably upward.

CLIMB

- 1) Airspeed _____ 65-70 KIAS (75-81 MPH)
- 2) Power _____ FULL THROTTLE
- 3) Mixture _____ BEST POWER
- 4) Instruments _____ CHECK
- 5) Landing Light _____ OFF
- 6) Flight Plan _____ OPEN

CRUISE

- 1) Power _____ PAGE 18 { Cruise Performance
- 2) Trim _____ ADJUST
- 3) Mixture _____ AS REQUIRED
- 4) Instruments _____ CHECK
- 5) H.I. To Compass _____ SET

DESCENT

- 1) Mixture _____ RICHEN
- 2) Power _____ AS REQUIRED
- 3) Carburetor Heat _____ AS REQUIRED
- 4) Instruments _____ CHECK
- 5) ATIS/AWOS _____ OBTAIN
- 6) Altimeter _____ SET

• CLIMB / CRUISE / DESCENT

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY POWER LOSS / RE-START / LANDING INFO POWER

EMERGENCY ENGINE FIRE / ELECTRICAL FIRE

EMERGENCY Cabin Or Wing Fire / ELECTRICAL MALFUNCTIONS

EMERGENCY LANDING WITH POWER / DITCHING

Personal Notes / Procedures

Beacons



Civilian
White-Green

Military
White-White-Green

Tips

When Operating In The Vicinity Of Nontowered Airports

- Monitor CTAF
- Use Landing Lights Within 10 Miles
- Maintain Vigilance By Scanning For Other Aircraft In Vicinity Or Pattern
- Verify No Other Aircraft In Takeoff Position & Other Runways Are Clear
- If Ever Unsure Of The Landing, Go Around

TOWER SIGNAL	IN 2000	IN 2005
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Do Not Land - Obstacle Clearance
Flashing Red	Too Close To Obstacle - Stop	Do Not Land - Obstacle Clearance
Flashing White	Return To Starting Point	Stop
Alternating Red & Green	Use Caution - Obstacle Clearance	Use Caution - Obstacle Clearance

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~ Always Adjust Speed As Needed For Conditions ~

PRE-LANDING

- 1) Seat Belts / Harness _____ SECURE
- 2) Landing Light _____ ON
- 3) Mixture _____ BEST POWER
- 4) Carb Heat — (Before Closing Throttle) — ON
- 5) Airspeed _____ (Flaps Up) _____ 56-65 KIAS (65-75 MPH)
- 6) Flaps _____ AS REQUIRED

G. U. M. P. F. S.

NORMAL LANDING

- 1) Airspeed — (Flaps Down) — 52-61 KIAS (60-70 MPH)
- 2) Touchdown _____ MAIN WHEELS FIRST
- 3) Landing Roll _____ LOWER NOSE GENTLY
- 4) Braking _____ MINIMUM REQUIRED

SHORT FIELD

- 1) Flaps _____ 40°
- 2) Airspeed _____ 50 KIAS (58 MPH)
- 3) Power — (When Clear Obstacles) — REDUCE TO IDLE
- 4) Braking _____ MAXIMUM REQUIRED
- 5) Flaps — (For Max. Braking) — UP

GO-AROUND

- 1) Power _____ FULL THROTTLE
- 2) Carburetor Heat _____ OFF
- 3) Flaps _____ RETRACT TO 20°
- 4) Airspeed _____ 55 KIAS (63 MPH)
- 5) Flaps _____ RETRACT SLOWLY

• PRE-LANDING / LANDING / GO-AROUND

• AFTER LANDING / SECURING

EMERGENCY POWER LOSS / RE-START / LANDING W/O POWER

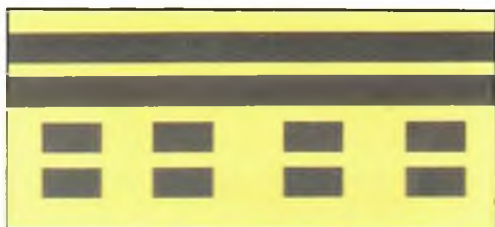
EMERGENCY ENGINE FIRE / ELECTRICAL FIRE

EMERGENCY CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

EMERGENCY LANDING W/O POWER / DITCHING

Personal Notes / Procedures

Tips



- Cross Segmented Lines / Hold On Solid Line Side.
- If Unsure Of Taxi Instructions, Request "Progressive" To Taxi Destination.
- Be Sure To Read Each All Runway Cross / Hold Stop Instructions.



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AFTER-LANDING

- 1) Flaps _____ UP
- 2) Carb Heat _____ OFF
- 3) Strobes / Landing Light _____ OFF
- 4) Trim _____ TAKEOFF
- 5) Transponder _____ STBY
- 6) Pitot Heat _____ OFF

SECURING

- 1) Parking Brake _____ SET *(Only If Req.)*
- 2) ELT _____ *(Tune 121.5)* _____ VERIFY SILENT
- 3) Avionics & Electrical _____ OFF
- 4) Mixture _____ IDLE CUT-OFF
- 5) Mags _____ OF
- 6) Master _____ OFF
- 7) Control Lock _____ INSTALLED
- 8) Hobbs / Tach Time _____ NOTE
- 9) Doors _____ LOCKED
- 10) Chocks / Tie Downs _____ SECURED
- 11) Pitot Tube Cover _____ INSTALLED

Close Flight Plan

• AFTER LANDING / SECURING

EMERGENCY POWER LOSS / RE-START / LANDING W/O POWER

EMERGENCY ENGINE FIRE / ELECTRICAL FIRE

EMERGENCY CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

• Survival Equipment •

Personal Medications	Aerial Signal Flares
H ₂ O + Purifier	Air Horn / Whistle
Small Stainless Pan or Bowl	Signal Mirror
Tent / Ground Mat	Strobe Light / Flashlight
Thermal Blanket / Wrap	Cellular Phone / VHF Radio
Emergency Poncho	Extra Batteries (<i>Dated</i>)
Chemical Heat Packs	Distress Signal Streamer
Folding Saw	Multi-Purpose Tool / Knife
Matches / Fire Starters	Survival Food

• 24-Hour Survival Basic Trauma Kit •

- | | |
|------------------------------|---|
| 1) 5" x 9" Trauma Dressings | 6) 36" Sam Splint* |
| 2) Asst. Lg. Gauze Dressings | 7) Rubber Exam Gloves |
| 3) Flexible Gauze Wrap | 8) Anti-Diarrhea Medicine |
| 4) Adhesive Tape | 9) White Sugar Packets
<i>(Possible Need For Diabetic)</i> |
| 5) Triangular Bandage | |

Tips

- Throughout Flight, Be Alert For A Suitable Forward-Landing Site
- Slipping The Airplane May Be A Good Choice If You Are Too High To Make The Landing Site
- Never Try To Stretch A Glide To Reach Landing Spot

ENGINE FAILURE AFTER TAKEOFF

- (1) Airspeed ——— 56 KIAS (65 MPH)
- (2) Mixture ——— IDLE CUTOFF
- (3) Fuel Valve ——— OFF
- (4) Flaps ——— DOWN (*Or As Required*)
- (5) Master & Mags — OFF

ENGINE FAILURE IN FLIGHT / RE-START

- (1) Best Glide ——— 56 KIAS (65 MPH)
- (2) Carb Heat ——— ON
- (3) Fuel Valve ——— ON
- (4) Mixture ——— RICH
- (5) Mags ——— BOTH (*Start If Prop Stopped*)
- (6) Primer ——— IN / LOCKED

**Note Wind Direction & Velocity.
Pick Landing Site.**

EMERGENCY LANDING W/O ENGINE POWER

- (1) Airspeed ——— 56 KIAS (65 MPH) Flaps UP
52 KIAS (60 MPH) Flaps DOWN
- (2) SQUAWK 7700, DECLARE EMERGENCY
- (3) Mixture ——— IDLE CUTOFF
- (4) Fuel Valve ——— OFF
- (5) Flaps ——— AS REQUIRED (*When Field Assured*)
- (6) Master/Mags — OFF
- (7) Protect Body — CUSHION, COAT, PILLOW, ETC.
- (8) Doors ——— UNLATCH (*Prior To Touchdown*)
- (9) Touchdown ——— SLIGHTLY TAIL LOW
- (10) Brakes ——— APPLY HEAVILY (*Hard Surface*)

EMERGENCY

POWER LOSS / RE-START / LANDING W/O POWER

EMERGENCY

ENGINE FIRE / ELECTRICAL FIRE

Personal Notes / Procedures

Tips

Goggles - Don To Protect Eyes

(Swimming Goggles are suggested for your flight bag)

Don Blanket - Cover Nose & Mouth To Avoid Smoke Inhalation

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ENGINE FIRE DURING GROUND START

- (1) Continue Cranking – TO DRAW FLAMES & FUEL INTO ENGINE.

If Engine Starts:

- (2) Power _____ 1700 RPM A FEW MINUTES
- (3) Engine _____ SHUTDOWN & INSPECT

If Engine Fails To Start:

- (4) Throttle _____ FULL OPEN
- (5) Mixture _____ IDLE CUT-OFF
- (6) Cranking _____ CONTINUE
- (7) Fire Extinguisher – READY TO EXTINGUISH
- (8) Secure Engine — MASTER, MAGS, FUEL OFF
- (9) Extinguish Fire
- (10) Inspect, Repair, Replace Damaged Components

ENGINE FIRE IN FLIGHT

- (1) Mixture _____ IDLE CUT-OFF
- (2) Fuel Valve _____ OFF
- (3) Master _____ OFF
- (4) Cabin Heat / Air – OFF (Except Overhead Vents)
- (5) Airspeed _____ INCREASE TO EXTINGUISH
- (6) Land _____ ASAP (See: Landing w/o Power)

ELECTRICAL FIRE IN FLIGHT

Initial Indication Is Usually Smell Of Burning Insulation

- (1) All Electrical / Master _____ OFF (Mags-ON)
- (2) Vents, Cabin Heat & Air _____ OFF
- (3) Fire Extinguisher _____ USE IF NECESSARY
- (4) If Fire Out – MASTER ON ONLY IF CRITICAL (Open Vents)
- (5) Circuit Breaker(s) – DO NOT RESET IF TRIPPED
- (6) Electrical _____ ONE ESSENTIAL DEVICE AT A TIME

CABIN FIRE

- (1) Master _____ OFF (*Mags - ON*)
- (2) Cabin Air & Heat — OFF (*Vents Closed -Avoid Drafts*)
- (3) Fire Extinguisher — ACTIVATE
- (4) Cabin _____ VENTILATE AFTER DISCHARGING
- (5) Land _____ ASAP

WING FIRE

- (1) Nav. Lights / Strobes – OFF
- (2) Pitot Heat _____ OFF
- (3) Airplane _____ SIDESLIP
(*To Keep Flames From Fuel & Cabin*)
- (4) Flaps _____ ONLY AS NEEDED TO LAND
- (5) Land _____ ASAP

EXCESSIVE RATE OF CHARGE / OVERVOLTAGE

- (1) Master _____ OFF (*Mags - ON*)
- (2) Master _____ ON
- (3) Overvoltage Light _____ OFF

If Illuminates Again:

- (4) Land _____ ASAP

AMMETER SHOWS DISCHARGE / LOW VOLTAGE

- (1) Alternator _____ OFF*
- (2) Nonessential Electrical — OFF
- (3) Land _____ ASAP (*Battery Only*)

* *Significant Compass Deviations May Occur
With Alternator OFF!*

EMERGENCY

CABIN OR WING FIRE / ELECTRICAL MALFUNCTIONS

EMERGENCY

LANDING WITH POWER / DITCHING

More ▾

Tips:

In An Off-Airport Landing. Consider

- a) Terrain Selection (*Open Area As Possible*)
- b) Aircraft Configuration (*Flaps As Required When Committed To Land. If Water Landing, Gear Up*)
- c) Approach (*Wind, Speed & Chosen Field Slope*)

Ditching As An Option

- a) Water Temperature
- b) Time To Be Spent In Water / Proximity To Land
- c) Occupants' Ability To Swim
- d) Location Of Life Vests & Survival Equipment

Knowing The Aircraft & Emergency Landing Procedures Creates Confidence In Performance.

Decide To Have A Successful Outcome.

Personal Notes / Procedures

PRECAUTIONARY LANDING W/ ENGINE POWER

- (1) Airspeed ————— **65 KIAS (75 MPH)**
- (2) Flaps ————— 20°
- (3) Landing Site ——— FLY OVER, NOTE TERRAIN & OBSTRUCTIONS, RETRACT FLAPS AT SAFE ALTITUDE & AIRSPEED.
- (4) Radios / Electrical – OFF *(Mags On)*
- (5) Flaps ————— 40° *(When Field Assured)*
- (6) Airspeed ————— **56 KIAS (65 MPH)**
- (7) Master / Mags — OFF
- (8) Protect Body ——— CUSHION, COAT, PILLOW, ETC.
- (9) Doors ————— UNLATCH *(Prior To Touchdown)*
- (10) Touchdown ——— SLIGHTLY TAIL LOW

DITCHING

- (1) Transmit **MAYDAY - 121.5, ATC** *(Squawk 7700)*
- (2) Secure Heavy Objects *(or Jettison)*

W/Power	300' Descent Flaps - 40° 55 KIAS (63 MPH)
W/O Power	Flaps - Up 65 KIAS (75 MPH)

- (3) Approach – High Winds/Heavy Seas - INTO WIND
Light Winds/Heavy Swells - PARALLEL SWELLS
- (4) Cabin Doors – UNLATCH
- (5) Touchdown – LEVEL ATTITUDE @ ESTABLISHED DESCENT
- (6) Protect Head – CUSHION, COAT, PILLOW, ETC.
- (7) Evacuate – OPEN WINDOW TO EQUALIZE PRESSURE
- (8) Life Vests / Raft – INFLATE *(When Clear Of Plane)*

ICING CONSIDERATIONS

- Nearly 90% Of Icing Occurs In Clouds Between 0° And -20°C.
- Highest Probability For Ice Occurs In Stratus Clouds Between 3000 And 8000 Feet MSL, -2° And -10°; In Cumuliform Clouds Between 8000 And 12000 Feet MSL, -8° And -15°.
- Avoid Flying Between 3000 And 5000 Feet Above The 'Freezing Level'.
- Intensifying Systems vs. Dissipating Ones Are More Likely To Produce Ice.
- Icing Is Likely Over Mountainous Terrain, Especially Where The Mountains Are In Long Ridges And The Wind Is Blowing Perpendicular To Them.

Personal Notes / Procedures

Tips

Icing Can Also Impair Or Destroy VOR Reception And/Or All Radio Communication.

ICING

- (1) Pitot Heat ——— ON
- (2) Carb Heat ——— ON or AS REQUIRED

A gradual loss of RPM and eventual engine roughness may result from the formation of carburetor ice. To clear the ice, apply full throttle and pull the carburetor heat knob to full open until the engine runs smoothly. *(Could take a couple minutes.)* Adjust mixture to a leaner setting for smoother engine. If conditions require the continued use of carburetor heat in cruise flight, use the amount of heat necessary to prevent ice from forming and lean the mixture for smoothest engine operation. *(Too little heat can induce icing.)*

- (3) Turn 180° ——— OR CHANGE ALTITUDE
(To Air Temperature Less Conducive To Icing)
- (4) Heat & Defrost – MAXIMUM
- (5) Throttle ——— INCREASE ENGINE SPEED
- (6) Land ——— ASAP *(Higher Stall Speeds w/ Icing)*
- (7) Flaps ——— NOT RECOMMENDED
(Could Affect Elevator)
- (8) Left Window — OPEN & SCRAPE ICE IF PRACTICAL
- (9) Approach ——— USE FWD SLIP TO IMPROVE VISIBILITY
- (10) Approach ——— FASTER THAN NORMAL
(Depending On Accumulation)
- (11) Landing ——— LEVEL ATTITUDE

STATIC SOURCE BLOCKAGE/ERRONEOUS INSTRUMENTS

***If No Alternate Static Source,
Break Glass In Rate-Of-Climb Indicator.***

- (1) Alternate Static Source – PULL ON
- (2) Airspeed – CONSULT MANUAL FOR CALIBRATION TABLES
(Performance Section)

LANDING WITH A FLAT MAIN TIRE

- (1) Approach — NORMAL
- (2) Flaps — AS REQUIRED
- (3) Touchdown — GOOD TIRE FIRST
(Hold Off Flat Tire As Long As Possible)

SPIN RECOVERY

- (1) Throttle — IDLE
- (2) Ailerons — NEUTRAL
- (3) Rudder — FULL, TO OPPOSITE DIRECTION OF TURN
- (4) Control Wheel — BRISKLY FORWARD
(After Rudder Reaches STOP)
(Aft CG Loadings, Full Down Elevator May Be Required)
- (5) Hold Control Inputs Until Rotation Stops
- (6) Neutralize Rudder & Make Smooth Recovery From Dive.
(If Disoriented Prior To Rotation Direction, Refer To Airplane In Turn Coord. Or Needle Of Turn & Bank)

SPIRAL DIVE RECOVERY

- (1) Throttle — IDLE
- (2) Wings Level — COORDINATE WITH RUDDER
- (3) Elevator — CAUTIOUSLY APPLY BACK PRESSURE
AIRSPEED — **70 KIAS (81 MPH)**
- (4) Trim — ADJUST TO MAINTAIN GLIDE
AIRSPEED — **70 KIAS (81 MPH)**
- (5) Rudder — USE TO HOLD STRAIGHT HEADING
- (6) Carb Heat — ON
- (7) Power — CLEAR ENGINE *(Avoid Disturbing Trim)*
- (8) Upon Exiting Clouds — RESUME NORMAL CRUISE FLIGHT

Personal / Expanded Cruise Information

Alt	RPM	MP	% BHP	TAS MPH	Gal/ Hour	Endu/ Hours	Range /Miles

Tips

Remember, Fuel Consumption is Almost Always Calculated At Standard Day, Zero Wind, Full Gross, And Mixture Leaned To Best Economy.

CRUISE PERFORMANCE CHART

Gross Wt. 1600 Lbs, Standard Conditions, No Wind, Lean Mixture

MODEL	ALT	RPM	% BHP	TAS MPH	GPH	ENDR HOURS		RANGE MILES	
						STD	LONG	STD	LONG
						22.5 GAL	35 GAL	22.5 GAL	35 GAL
150 D-C	2500	2750	94	126	7.2	3.1	4.9	395	610
		2500	71	114	5.3	4.3	6.6	485	755
		2100	45	87	3.5	6.4	10.0	560	870
	5000	2750	87	126	6.6	3.4	5.3	430	670
		2400	58	107	4.4	5.1	7.9	545	845
		2100	44	86	3.4	6.6	10.2	565	875
	7500	2700	76	123	5.7	3.9	6.1	485	755
		2400	55	104	4.2	5.4	8.3	555	865
		2100	44	85	3.4	6.6	10.2	560	870
	10,000	2700	71	122	5.3	4.2	6.6	515	805
		2500	58	109	4.4	5.1	8.0	560	870
		2200	45	89	3.6	6.3	9.8	562	875
150 H	2500	2750	92	121	7.0	3.2	5	390	605
		2500	68	108	5.1	4.4	6.9	475	740
		2100	40	79	3.2	7.0	10.9	555	865
	5000	2750	85	121	6.4	3.5	5.5	425	660
		2400	56	101	4.3	5.3	8.2	530	830
		2100	37	71	3.0	7.5	11.7	5410	835
	7500	2700	74	117	5.5	4.1	6.3	480	745
		2400	52	98	4.0	5.7	8.8	555	860
		2200	40	77	3.2	7.1	11.1	550	850
	10,000	2700	68	116	5.1	4.4	6.8	510	790
		2500	54	102	4.1	5.4	8.5	555	865
		2300	42	82	3.3	6.8	10.6	555	860
150 J-K	2500	2750	92	121	7.0	3.2	5.0	390	605
		2500	68	108	5.1	4.4	6.9	475	740
		2100	40	79	3.2	7.0	10.9	555	865
	5000	2750	85	121	6.4	3.5	5.5	425	660
		2400	56	101	4.3	5.3	8.2	530	830
		2100	37	71	3.0	7.5	11.7	540	835
	7500	2700	74	117	5.5	4.1	6.3	480	745
		2400	52	98	4.0	5.7	8.8	555	860
		2200	40	77	3.2	7.1	11.1	550	850
	10,000	2700	68	116	5.1	4.4	6.8	510	790
		2500	54	102	4.1	5.4	8.5	555	865
		2300	42	82	3.3	6.8	10.6	555	860

Note: Max Cruise Is Normally Limited To 75% Power. For Standard & Trainer Versions, Subtract 1-2 MPH From Airspeed.

150-H-K 1

COLLISION AVOIDANCE

Be Alert And Scan For Other Aircraft. This Is Particularly Important In The Vicinity Of An Airport. Use Short, Regularly Spaced Eye Movements That Bring Successive Areas Of The Sky Into The Central Visual Field. Each Movement Should Not Exceed 10°, And Should Be Observed For At Least 1 Second To Enable Detection. Develop A Scanning Pattern That Is Most Comfortable. If You Think Another Aircraft Is Too Close To You, Give Way Instead Of Waiting For The Other Pilot To Respect The Right-Of-Way To Which You May Be Entitled.

CLEARING PROCEDURES

- **Before Takeoff** - Prior To Taxiing Onto A Runway, Pilots Should Scan The Approach Area For Possible Landing Traffic, Using Appropriate Maneuvers To Provide A Clear View Of The Approach Areas.
- **Climbs And Descents** - During Climbs And Descents In VFR Conditions, Pilots Should Execute Gentle Banks Left And Right To Perform Visual Scanning Of The Airspace.
- **Straight And Level** - During Sustained Periods Of Straight-And-Level Flight, A Pilot Should Execute Appropriate Clearing Procedures At Periodic Intervals.
- **Traffic Patterns** - Avoid Entries Into Traffic Patterns While Descending.
- **Traffic At VOR Sites** - Due To Converging Traffic, Sustained Vigilance Should Be Maintained In The Vicinity Of VOR's And Intersections.
- **Training Operations** - Vigilance Should Be Maintained And Clearing Turns Made Prior To Practice Maneuvers. During Instruction, The Pilot Should Verbalize The Clearing Procedures ("Clear Left, Right, Above, And Below"). High-Wing And Low-Wing Aircraft Have Their Respective Blind Spots. High-Wing Aircraft Should Momentarily Raise Their Wing In The Direction Of The Intended Turn And Look For Traffic Prior To Commencing The Turn. Low-Wing Aircraft Should Momentarily Lower The Wing.

METAR Codes

METAR KSFO U31453Z VRB02KT 3SM MIFG SKC 15/12 A3012 RMK SLP993

Report Type	Identifier	Wind Group (Variable, 2 Knots)	Weather (Shallow Fog)	Temp/Dewpoint (Celsius)	Remarks Sea-level pressure 999.3 hectopascals (millibars)
METAR = Routine Special	Date/Time (3rd Day, 1453Z)	Visibility (3 Statute Miles)	Sky Cover (Sky Clear)	Altimeter (in of HG)	

CONVERSIONS

Multiply By	Divide By
In. Mercury	33.864
Meters	3.281
Kilometers	.621
Liters	.264
Liters	.220
U.S. Gals.	.833
Kilograms	2.210
Statute Miles	.869
	Milibars
	Feet
	Statute Miles
	U.S. Gals.
	Imp. Gals.
	Imp. Gals.
	Pounds
	Nautical Miles

TIME CONVERSION

TO UTC (Z)

STANDARD: EST-5, CST-6,
MST-7, PST-8, AK-9

DAYLIGHT SAVINGS:
Subtract 1 Hour



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