



CESSNA 150 PROCEDURES GUIDE



Created: October 1, 2020
Revised: May 1, 2021

Property of The Pilot Studio LLC.

FOR REFERENCE ONLY

This Procedures Manual is property of The Pilot Studio LLC. Its use is limited to customers of The Pilot Studio LLC. Reproduction and distribution rights are limited to The Pilot Studio, and reproduction and distribution outside of The Pilot Studio is prohibited.



Revision History

Date	Revision	Revised By	Initials
05/01/2021	Created	B.Martinez 3845801	



Briefings	4
Pre-Maneuver Flow	5
Slow Flight	6
Steep Turns – 360° left and right	7
Power-Off Stall (Approach Configuration)	8
Power-On Stall (Takeoff/Climb Configuration)	9
Accelerated Stall (Commercial/CFI)	10
Secondary Stall (CFI)	11
Elevator Trim Stall (CFI)	12
Cross Control Stall (CFI)	13
Chandelles	14
Lazy Eights	15
Steep Spirals	16
Eights on Pylons	17
Turns Around a Point	18
S-Turns Across a Road	19
Take-Offs	20
Landings	21
Bulked Landing (Go Around)	22
References	23



Briefings

Passenger Briefing

Smoking- “This is a non-smoking flight”

Seat belts- “During the total duration of this flight, seatbelts must be fastened.”

(Demonstrate how to fasten a seat belt to the passengers)

Air vents- “We have two air vents on this aircraft, feel free to adjust for your comfort” (show location)

Fire extinguisher- (If Applicable, Show Location and Explain)

Emergency exit- “In case of an emergency, I will go out through my door and you will go out through yours” (Demonstrate how the doors operate: Closing and Opening)

Talk- “Always remember to maintain sterile cockpit during critical phases of flight (taxiing, take-off and landing) or while ATC is communicating.

Traffic- “If you see any traffic, don't assume I saw it, please point them out and let me know”

Y Questions- “Do you have any questions?”

EMERGENCY BRIEFING

“This would be a _____ take off. During roll-out, if we have an engine failure, I will power to idle, and come to a full stop. If we have lifted off, but still have remaining runway, I will power to idle, and land on the remaining runway. If we have lifted off, and do not have a remaining runway, I will exercise shallow turns, and land straight ahead. If we have lifted off, have no remaining runway, altitude permitting, I will try to come back to the airport. Do you have any questions?”



Pre-Maneuver Flow

Inside Verification:

Seat Belts.....Secure
Fuel Selector Valve.....On
Carburetor Heat.....As Required
Throttle.....Set
Mixture.....Rich
Primer.....In and Locked
Navigation Lights.....On
Landing Light.....On
MagnetosConfirm on BOTH
Engine Gauges.....Confirm Green/Normal
Heading Indicator.....Aligned with Magnetic Compass

Outside Verification:

Clearing TurnsPerformed (90*/90* or 180*)



Slow Flight

Clearing Turns.....Complete
Altitude.....Minimum 1500' AGL

Maneuver

Power.....1900 RPM
Carburetor Heat.....As Required
Flaps.....Extend in Increments to 20°(As Needed)
Airspeed.....(PVT: 50KIAS, COM & CFI: 45KIAS)
Altitude.....Increase power as necessary to maintain (typically »2200 RPM)

Recovery – if stall horn sounds, buffet occurs, or instructor directs.

Carburetor Heat.....Off
Power.....Full
Flaps.....Retract in increments (10° increments as airspeed builds)

Tolerances

Heading: +/- 10°
Altitude: +/- 100 ft
Airspeed.: Above stall horn



Steep Turns – 360° left and right

Clearing Turns.....Complete
Altitude.....Minimum 1500' AGL
Reference Point.....Landmark near horizon

Maneuver

Power.....»2400 RPM
Airspeed.....90 Kts
During Turn.....Slight power increase (50-150 RPM)

Tolerances

Heading: +/- 10°
Altitude: +/- 100 ft.
Airspeed: +/- 10 kts
Bank Angle.: 45° (PVT) 50° (Comm)



Power-Off Stall (Approach Configuration)

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Power.....1800 RPM
Carburetor Heat.....On
Flaps.....Extend in Increments to 30°
Airspeed.....Pitch and Trim for 60 Kts.
Altitude.....Establish descent, choose an altitude to initiate the stall

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full
Carburetor Heat.....Off
Flaps.....1st Notch immediately, 2nd Notch with Positive ROC, 3rd Notch at 60 KTS

Tolerances

Heading: +/- 10°
Bank Angle: 20° maximum



Power-On Stall (Takeoff/Climb Configuration)

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Power.....1500 RPM
Altitude.....Maintain Selected
Airspeed.....Vr or Vy/Vx, as desired
Power..... Full

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full

Tolerances

Heading: +/- 10°
Bank Angle: 20° maximum



Accelerated Stall (Commercial/CFI)

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM
Altitude.....Maintain level
Bank Angle.....45°, increase back pressure to reach stall

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full



Secondary Stall (CFI)

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM
Flaps.....Extend in Increments to 30°
Airspeed.....Pitch and Trim for 60 Kts.
Altitude.....Establish descent, choose an altitude to initiate the stall
Stall Indication.....Release back pressure, then immediately increase abruptly

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full
Flaps.....1st Notch immediately, 2nd Notch with Positive ROC, 3rd Notch at 60 KTS



Elevator Trim Stall (CFI)

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM
Flaps.....Extend in Increments to 30°
Airspeed.....Pitch and Trim for 60 Kts.
Altitude.....Establish descent, choose an altitude to initiate the stall
Power.....Full, simulate go-around

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full
Flaps.....1st Notch immediately, 2nd Notch with Positive ROC, 3rd Notch at 60 KTS



Cross Control Stall (CFI)

Clearing Turns.....Complete
Altitude.....An altitude allowing full recovery by 1500' AGL

Maneuver

Throttle.....1500 RPM
Descent.....60 Kts
Enter Turn.....Increase Rudder in Direction of Turn, Increase Opposite Aileron, Maintain Elevator Back Pressure

Recovery

Pitch.....Lower pitch, reducing elevator pressure, then back to climb attitude
Ailerons.....Neutral, then level the wings
Rudder.....Control yaw
Power.....Full



Chandelles

Clearing Turns.....Complete
Altitude..... An altitude of at least 1500' AGL
Reference Point.....Selected

Maneuver

Power.....2300 RPM – then Full
Airspeed.....90 KTS
Chandelle.....Complete

Tolerances

Heading: +/- 10°
Bank Angle: 30° maximum
Airspeed: Just above stall



Lazy Eights

Clearing Turns.....Complete
Altitude..... An altitude of at least 1500' AGL
Reference Point.....Selected

Maneuver

Power.....2300 RPM
Airspeed.....90 KTS
Lazy Eight.....Complete

Tolerances

Heading: +/- 10°
Bank Angle: 30° maximum
Airspeed: +/- 10 kts
Altitude: +/- 100' from entry altitude



Steep Spirals

Clearing Turns.....Complete
Altitude.....An altitude allowing 3 complete turns by 1500' AGL
Reference Point.....Selected

Maneuver

Power.....Idle abeam point
Steep Spiral.....Complete 3
turns
Airspeed.....60 KTS

Tolerances

Heading: +/- 10°
Bank Angle: 60° maximum
Airspeed: +/- 10 kts :
Altitude: Complete by 1500' AGL



Eights on Pylons

Clearing Turns.....Complete
Altitude..... Pivotal altitude calculated/selected
Reference Points.Selected
Emergency Field.....Selected

Maneuver

Power.....2300 RPM
Airspeed.....90 KTS
Eights on Pylons.....Complete

Tolerances

Heading: 45° entry to first pylon
Bank Angle: As necessary
Airspeed: +/- 10 KTS
Altitude: Begin and end at pivotal altitude



Turns Around a Point

Clearing Turns.....Complete
Altitude..... 1000' AGL
Reference Point.....Selected
Emergency Field.....Selected

Maneuver

Power.....2300 RPM
Airspeed.....90 KTS
Turn Around Point.....Complete
Heading.....+/- 10°
Bank Angle.....45° maximum
Airspeed.....+/- 10 KTS
Altitude.....+/- 100'



S-Turns Across a Road

Clearing Turns.....Complete
Altitude..... 1000' AGL
Reference Point.....Selected
Emergency Field.....Selected

Maneuver

Power.....2300 RPM
Airspeed.....90 KTS
S-Turn.....Complete
Heading.....+/- 10°
Bank Angle.....45° maximum
Airspeed.....+/- 10 KTS



Take-Offs

Normal Take-Off

Wing Flaps.....UP
Carburetor Heat.....COLD
Throttle FULL OPEN
Elevator ControlLIFT NOSE WHEEL at 50 KIAS
Climb Speed60-70 KIAS

Short Field Take-Off

Wing Flaps.....UP
Carburetor Heat.....COLD
BrakesAPPLIED
Throttle FULL OPEN
Instruments.....VERIFY IN THE GREEN
BrakesRELEASE
Elevator ControlLIFT NOSE WHEEL at 50 KIAS
Initial Climb Speed55 KIAS
When Cleared of Obstacle..... 60-70 KIAS

Soft Field Take-Off

Wing Flaps.....UP
Carburetor Heat.....COLD
Elevator ControlMAINTAIN NOSE WHEEL ELEVATED
Throttle FULL OPEN
Instruments.....VERIFY IN THE GREEN
Airspeed.....GROUND EFFECT, THEN 60 KIAS



Landings

Normal Landing

Airspeed 60-80 KIAS (flaps UP)
Wing Flaps.....30° (below 85 KIAS)
Airspeed..... MAINTAIN 60 KIAS
Power.....REDUCE to idle as obstacle is cleared
TouchdownMAIN WHEELS FIRST

Short Field Landing

Airspeed 60-80 KIAS (flaps UP)
Wing Flaps.....40° (below 85 KIAS)
Airspeed..... MAINTAIN 60 KIAS
Power.....REDUCE as obstacle is cleared
Touchdown.....MAIN WHEELS FIRST, MAINTAIN NOSE WHEEL
.....ELEVATED AS PRACTICAL

Soft Field Landing

Airspeed 60-80 KIAS (flaps UP)
Wing Flaps.....40° (below 85 KIAS)
Airspeed..... MAINTAIN 52 KIAS
Power.....REDUCE to idle as obstacle is cleared
TouchdownMAIN WHEELS FIRST
BrakesAPPLY HEAVILY
Flaps RETRACT

Power-Off 180 Approach

Airspeed 60-80 KIAS (flaps UP)
Wing Flaps.....40° (below 85 KIAS)
Airspeed..... MAINTAIN 52 KIAS
Power.....REDUCE to idle as obstacle is cleared



Bulked Landing (Go Around)

ThrottleFULL
OPEN Carburetor
Heat.....COLD Wing
Flaps.....RETRACT TO 20°
Airspeed55
KIAS Wing FlapsRETRACT
(slowly)



References

Cessna Aircraft. (1973). *Cessna 1973 Model 150 Owner's Manual: Pilot Operating Handbook (POH) / Aircraft Flight Manual (AFM)*. Independently published.

Cessna Aircraft. (1965). *Cessna 1965 Model 150 Owner's Manual: Pilot Operating Handbook (POH) / Aircraft Flight Manual (AFM)*. Independently published.

Federal Aviation Administration. (2020a). *FAR/AIM 2021: Federal Aviation Regulations/Aeronautical Information Manual (ASA FAR/AIM Series) (2021st ed.)*. Aviation Supplies & Academics, Inc.

Federal Aviation Administration. (2020b). *Pilot's Handbook of Aeronautical Knowledge 2020*. Independently published.