

SPORTCRUISER – N107BK – CHECKLIST

Preflight Exterior		Hot Engine Start
Cockpit		Throttle – IDLE Fuel pump – ON Check surroundings Shout – “Clear Prop!” Starter – Engage (<i>Max 5 Seconds</i>) Oil pressure – Green Throttle – 2000 RPM Avionics – ON Headset – Check
A.R.O.W. documents – On board	Right Gear	
Controls – Free	Tire – Inflated, no bald spots	
Key – Out	Wheel chocks - Remove	
Master switch – ON	Brakes – No fluid leaks	
Instrument switch – ON	Brake pads – Thickness sufficient	
Flaps – Fully extended	Gear leg – Good condition	
Fuel gauge – Check level	Antennas	
Strobes – Check	Comm antenna – Secure	
<i>If night</i> – Check lights	Transponder antenna – Secure	
All switches – OFF	ELT antenna – Secure	Pre-taxi
Canopy – Closed		Flaps – Set for takeoff
Left Gear	Empennage	Transponder – Alt 1200
Tire – Inflated, no bald spots	Vertical stabilizer – Undamaged	GPS – ON
Wheel chocks – Remove	Horizontal stabilizer – Undamaged	ATIS – Copy
Brakes – No fluid leaks	Elevator – Free and secure	Altimeter – Set and verified
Brake pads – Thickness sufficient	Trim tab – Cotter pin secure	Brakes – Test
Gear leg – Good condition	Rudder – Free movement	Contact ground control
Left Wing	Tie-down – Remove	<i>KSMO ATIS</i> 119.15
Flap – Down & secure	360° Walk around, tie downs and chocks	<i>KSMO Ground</i> 121.90
Aileron – Free & secure	Airplane – positioned for start	<i>KSMO Tower</i> 120.10
Wing tip – Undamaged	Nose wheel – Straight	<i>SOCAL Approach Malibu</i> 125.20
Light fixture – Secure		Run-Up
Tie down – Remove	Preflight Interior	Face into wind
Fuel vent – Clear	Passenger Briefing	Parking brake – Set, pump
Pitot-static tube – Clear & secure	Seatbelt use • Exit procedure	Pitch Trim – Set
Wing leading edge – Undamaged	Com use • Motion sickness	Roll Trim – Tab flush with aileron
Fuel in tank – Sufficient for flight	Look for traffic • LSA waiver	Pilot Briefing
Fuel – Test quality	Fire extinguisher use	Positive exchange of controls
Cowling		Plan for power loss on takeoff
Cowlings – Secure		Route of flight (GPS Set)
Oil cap – Remove		Run-Up
Prop blades – Good condition	Parking brake – ON, pumped	Stick & Rudder – Box check
Prop – Turn counterclockwise to burp	Rudder pedals – Adjusted	Oil temperature – Above 121° F
Oil level – Check	Master – ON	Power – 4000 RPM
Oil cap – Replace, close access door	Instruments – ON	Ignition left – Check *
Air Intakes – Not blocked	Strobe lights – ON	Ignition right – Check *
Radiator – Undamaged, no leaks	<i>If Night:</i> Nav lights – ON	(*RPM Max drop 300/Max diff 115)
Oil cooler – Undamaged, no leaks	Circuit breakers – IN	Carb Heat – Check slight drop
Nose Gear	Carb heat – OFF	Fuel pump - OFF 5 seconds then ON (Monitor fuel pressure)
Tire – Inflated, tread	Fuel selector – Fullest tank	Volts – 12–14 volts
Cotter pins – Check	Hobbs & tach – Reference	Temps and pressures – All green
Gear leg – Good condition	Insert key – Do not turn	Power – Idle check
Gas Collator – Check fuel	Cold Engine Start	Power – 2000 RPM
Right Wing	Throttle – IDLE	Transponder – Set
Fuel – Check quality	Fuel pump – ON	Contact ground control
Fuel in tank – Sufficient for flight	Check surroundings	Holding Short
Leading edge – Undamaged	Shout – “CLEAR PROP!”	Canopy – Locked and secure
Fuel vent – Clear	Choke – ON	Flaps – Set for takeoff
Tie down – Remove	Starter – Engage (<i>Max 5 Seconds</i>)	Fuel pump – Verify ON
Light fixture – Secure	Choke – OFF	Trim – Set
Wing tip – Undamaged	Oil pressure – Green	Monitor CHT
Aileron – Free & correct	Throttle – 2000 RPM	Contact tower (KSMO 120.10)
Trim tab – Cotter pin secure	Avionics – ON	WARNING: Avoid prolonged periods of not facing into the wind
Flap – Down & secure	Headset – Check	

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Taking the Active Runway	Descent	Emergency Procedures
<p><i>The following items should be checked by memory every time pilots taxi onto a runway.</i></p> <p>Landing Light – ON Check final – Clear Check canopy – Locked Check flaps – Set for takeoff Check carb heat – OFF Check fuel pump – ON</p>	<p>Power – Set for descent rate Pitch – Constant airspeed Carb heat – ON Landing Light – ON within 10 miles of an airport</p>	<p style="text-align: center;">Power Loss in Flight</p>
<p style="text-align: center;">Power Loss on Takeoff</p>	<p style="text-align: center;">Go-Around</p>	<p>Airspeed – Best glide: 60 Kts Best Field – Choose, fly towards, plan approach Checklist – 7 Up: Throttle – Cracked Choke – OFF Fuel Selector – Switch tanks Carb heat – ON Fuel pump – ON Master – ON Starter – Engage, if prop stopped</p>
<p>On Ground Throttle – Idle Brakes – Apply Flaps – Up Aircraft – Stop Ignition – OFF Below 500 Feet AGL Lower nose abruptly – Pitch 60 Kts Ignition – OFF Fuel pump – OFF Flaps – Full Land straight ahead <u>Do not</u> attempt to return to Runway Above 500 Feet AGL (Note MSL alt. prior to takeoff) Land on runway or golf course</p>	<p>Power – Full Pitch for best climb (Vy) – 65 KTS Carb heat – OFF Flaps – Retract in stages Announce – “Going around”</p>	
	<p style="text-align: center;">Pre-Landing</p>	<p>Declare: Squawk – 7700 Mayday – 121.50 or current frequency</p> <p>Engine – Shutdown Fuel selector – OFF Fuel pump – OFF Ignition – OFF</p> <p>Flaps – As required</p> <p>Get Ready Seatbelts – Tighten Sunglasses, headset – Remove Passenger – Secure Master switch - OFF Warning: A, B, C much more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart.</p>
	<p>Fuel Pump – ON Landing Light - ON Carb heat – ON Power – 3500 Pitch – Level to slow to Vfe – 75 Kts Flaps – As necessary Pitch for approach speed of 65 Kts Trim to relieve control pressures</p>	
	<p style="text-align: center;">Clear of Runway</p>	
	<p>Carb heat – OFF Flaps – Up (Set for takeoff if taxiing back for takeoff) Landing Light – OFF Transponder – 1200 Contact ground (KSMO 121.90)</p>	
<p style="text-align: center;">Climb</p>	<p style="text-align: center;">Shut Down</p>	
<p>Power – 5000 – 5500 Pitch for airspeed Trim – Relieve control pressure Temperatures – Monitor</p>	<p>Power – Idle Avionics – OFF Ignition – OFF (slowly) Switches – OFF Hobbs & tach – Record</p>	
<p style="text-align: center;">Cruise</p>		
<p>Power – 4400 – 5000 Trim – Relieve control pressure Fuel pump – OFF Temperatures and pressures – Monitor</p>		
<p style="text-align: center;">Pre-maneuver</p>		<p style="text-align: center;">Electrical Fire</p>
<p><i>Perform prior to every maneuver. Memorize this checklist.</i></p> <p style="text-align: center;">C.E.R.R.C.A.</p> <p>Clearing turn(s) Emergency landing area Radio – Announce position Reference point -Airspeed, heading, altitude Configure Aircraft – Appropriate for maneuver</p>	<p style="text-align: center;">V Speeds</p>	<p>Master – OFF All switches – OFF Cabin heat – OFF Air vents – Open Fire extinguisher – Use as req. Land – As soon as possible</p>
	<p>Vso – 32 Vs1 – 39 Vx – 55 Vy – 65 Vfe – 75 Va – Low weight (900 lbs) – 70 Va – Max weight (1320 lbs) – 88 Vno – Max cruise – 108 Vne – 138 Best glide (max weight) – 60</p>	
		<p style="text-align: center;">Engine Fire</p>
		<p>Fuel selector - OFF Throttle – Full Open Fuel pump – OFF Ignition – OFF, when engine stops Fire extinguisher – Use as req. Emergency descent Vne – Altitude permitting</p>