

SPORTCRUISER – N126WK – 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 switches – 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	<i>KSMO Ground</i> 121.90
Aileron – Free & secure	chocks	<i>KSMO Tower</i> 120.10
Wing tip – Undamaged	Airplane – positioned for start	<i>SOCAL Approach Malibu</i> 125.20
Light fixture – Secure	Nose wheel – Straight	Run-Up
Tie down – Remove		Face into wind
Fuel vent – Clear	Preflight Interior	Parking brake – Set, pump
Pitot-static tube – Clear & secure	Passenger Briefing	Pitch Trim – Set
Wing leading edge – Undamaged	Seatbelt use • Exit procedure	Roll Trim – Tab flush with aileron
Fuel in tank – Sufficient for flight	Com use • Motion sickness	Pilot Briefing
Fuel – Test quality	Look for traffic • LSA waiver	Positive exchange of controls
Cowling	Fire extinguisher use	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	Rudder pedals – Adjusted	Oil temperature – Above 121° F
to burp	Master – ON	Power – 4000 RPM
Oil level – Check	Instruments – ON	Ignition left – Check *
Oil cap – Replace, close access door	Strobe lights – ON	Ignition right – Check *
Air Intakes – Not blocked	<i>If Night:</i> Nav lights – ON	(*RPM Max drop 300/Max diff 115)
Radiator – Undamaged, no leaks	Circuit breakers – IN	Carb Heat – Check slight drop
Oil cooler – Undamaged, no leaks	Carb heat – OFF	Fuel pump - OFF 5 seconds then ON
Nose Gear	Fuel selector – Fullest tank	(Monitor fuel pressure)
Tire – Inflated, tread	Hobbs & tach – Reference	Volts – 12–14 volts
Cotter pins – Check	Insert key – Do not turn	Temps and pressures – All green
Gear leg – Good condition	Cold Engine Start	Power – Idle check
Gas Collator – Check fuel	Throttle – IDLE	Power – 2000 RPM
Right Wing	Fuel pump – ON	Transponder – Set
Fuel – Check quality	Check surroundings	Contact ground control
Fuel in tank – Sufficient for flight	Shout – “CLEAR PROP!”	Holding Short
Leading edge – Undamaged	Choke – ON	Canopy – Locked and secure
Fuel vent – Clear	Starter – Engage (<i>Max 5 Seconds</i>)	Flaps – Set for takeoff
Tie down – Remove	Choke – OFF	Fuel pump – Verify ON
Light fixture – Secure	Oil pressure – Green	Trim – Set
Wing tip – Undamaged	Throttle – 2000 RPM	Monitor CHT
Aileron – Free & correct	Avionics – ON	Contact tower (KSMO 120.10)
Trim tab – Cotter pin secure	Headset – Check	WARNING: Avoid prolonged
Flap – Down & secure		periods of not facing into the wind

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Taking the Active Runway	Descent	Emergency Procedures
The following items should be done/checked by memory every time pilots taxi onto a runway.	Power – Set for descent rate Pitch – Constant airspeed Carb heat – ON Landing Light – ON within 10 miles of an airport	Power Loss in Flight
Landing Light – ON Check final – Clear Check canopy – Locked Check flaps – Set for takeoff Check carb heat – OFF Check fuel pump – ON	Go-Around	A irspeed – Best glide: 60 Kts B est Field – Choose, fly towards, plan approach C hecklist – 7 Up: Throttle – Cracked Choke – OFF Fuel Selector – Switch tanks Carb heat – ON Fuel pump – ON Master – ON Starter – Engage, if prop stopped
Power Loss on Takeoff	Power – Full Pitch for best climb (Vy) – 65 KTS Carb heat – OFF Flaps – Retract in stages Announce – “Going around”	D eclare: Squawk – 7700 Mayday – 121.50 or current frequency
On Ground	Pre-Landing	E ngine – Shutdown Fuel selector – OFF Fuel pump – OFF Ignition – OFF
Throttle – Idle Brakes – Apply Flaps – Up Aircraft – Stop Ignition – OFF	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	F laps – As required
Below 500 Feet AGL	Clear of Runway	G et Ready Seatbelts – Tighten Sunglasses, headset – Remove Passenger – Secure Master switch - OFF
Lower nose abruptly – Pitch 60 Kts Ignition – OFF Fuel pump – OFF Flaps – Full Land straight ahead Do not attempt to return to Runway	Carb heat – OFF Flaps – Up (Set for takeoff if taxiing back for takeoff) Landing Light – OFF Transponder – 1200 Contact ground (KSMO 121.90)	W arning: A, B, C much more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart.
Above 500 Feet AGL		Electrical Fire
(Note MSL alt. prior to takeoff) Land on runway or golf course	Shut Down	Master – OFF All switches – OFF Cabin heat – OFF Air vents – Open Fire extinguisher – Use as req. Land – As soon as possible
Climb	Power – Idle Avionics – OFF Ignition – OFF (slowly) Switches – OFF Hobbs & tach – Record	Engine Fire
Power – 5000 – 5500 Pitch for airspeed Trim – Relieve control pressure Temperatures – Monitor	Tie Down/Secure	Fuel selector - OFF Throttle – Full Open Fuel pump – OFF Ignition – OFF, when engine stops Fire extinguisher – Use as req. Emergency descent Vne – Altitude permitting
Cruise	Chocks – Replace Tie downs – Attach Controls – Secure Personal items & trash – Removed from aircraft	
Power – 4400 – 5000 Trim – Relieve control pressure Fuel pump – OFF Temperatures and pressures – Monitor	V Speeds	
Pre-maneuver	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	
Perform prior to every maneuver. Memorize this checklist.		
C.E.R.R.C.A.		
Clearing turn(s) Emergency landing area Radio – Announce position Reference point -Airspeed, heading, altitude Configure Aircraft – Appropriate for maneuver		