

## SPORTCRUISER – N107BK – CHECKLIST

Preflight Exterior	Hot Engine Start	Pre-taxi								
<p><b>Cockpit</b>                      A.R.O.W. documents – On board                      Controls – Free                      Key – Out                      Master switch – ON                      Instrument switch – ON                      Flaps – Fully extended                      Fuel gauge – Check level                      Strobes – Check  <i>If night</i> – Check lights                      All switches – OFF                      Canopy – Closed</p> <p><b>Left Gear</b>                      Tire – Inflated, no bald spots                      Wheel chocks – Remove                      Brakes – No fluid leaks                      Brake pads – Thickness sufficient                      Gear leg – Good condition</p> <p><b>Left Wing</b>                      Flap – Down &amp; secure                      Aileron – Free &amp; secure                      Wing tip – Undamaged                      Light fixture – Secure                      Tie down – Remove                      Fuel vent – Clear                      Pitot-static tube – Clear &amp; secure                      Wing leading edge – Undamaged                      Fuel in tank – Sufficient for flight                      Fuel – Test quality</p> <p><b>Cowling</b>                      Cowlings – Secure                      Oil cap – Remove                      Prop blades – Good condition                      Prop – Turn counterclockwise to burp                      Oil level – Check                      Oil cap – Replace, close access door                      Air Intakes (5) – Not blocked</p> <p><b>Nose Gear</b>                      Tire – Inflated, tread                      Cotter pins – Check                      Gear leg – Good condition                      Gas Collator – Check fuel</p> <p><b>Right Wing</b>                      Fuel – Check quality                      Fuel in tank – Sufficient for flight                      Leading edge – Undamaged                      Fuel vent – Clear                      Tie down – Remove                      Light fixture – Secure                      Wing tip – Undamaged                      Aileron – Free &amp; correct                      Trim tab – Cotter pin secure                      Flap – Down &amp; secure</p>	<p><b>Right Gear</b>                      Tire – Inflated, no bald spots                      Wheel chocks - Remove                      Brakes – No fluid leaks                      Brake pads – Thickness sufficient                      Gear leg – Good condition</p> <p><b>Antennas</b>                      Comm antenna – Secure                      Transponder antenna – Attached                      ELT antenna – Secure</p> <p><b>Empennage</b>                      Vertical stabilizer – Undamaged                      Horizontal stabilizer – Undamaged                      Elevator – Free and secure                      Trim tab – Cotter pin secure                      Rudder – Free movement                      Tie-down – Remove                      360° Walk around, tie downs and chocks                      Airplane – positioned for start                      Nose wheel – Straight</p>	<p>Throttle – IDLE                      Check surroundings                      Shout – “Clear Prop!”                      Starter – Engage (<i>Max 5 Seconds</i>)                      Oil pressure – Green                      Throttle – 2000 RPM                      Avionics – ON                      Headset – Check</p>								
Pre-taxi										
	<p>Flaps – Set for takeoff                      Transponder – Alt 1200                      GPS – ON • ATIS – Copy                      Altimeter – Set and verified                      Brakes – Test                      Contact ground control</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">KSMO ATIS</td> <td style="text-align: right;">119.15</td> </tr> <tr> <td>KSMO Ground</td> <td style="text-align: right;">121.90</td> </tr> <tr> <td>KSMO Tower</td> <td style="text-align: right;">120.10</td> </tr> <tr> <td>SOCAL Approach Malibu</td> <td style="text-align: right;">125.20</td> </tr> </table>	KSMO ATIS	119.15	KSMO Ground	121.90	KSMO Tower	120.10	SOCAL Approach Malibu	125.20	
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Run-Up										
	<p>Face into wind                      Parking brake – Set, pump                      Pitch Trim – Set                      Roll Trim – Flush with wing (visually verify)  <b>Pilot Briefing</b>                      Positive exchange of controls                      Plan for power loss on takeoff (see “Power Loss on Takeoff”)                      Route of flight (GPS Set)</p>									
Run-Up										
	<p>Stick &amp; Rudder – Box check                      Oil temperature – Above 121° F                      Power – 4000 RPM                      Ignition left – Check *                      Ignition right – Check *                      (*RPM Max drop 300/Max diff 115)                      Carb Heat – Check slight drop                      Volts – 12–14 volts                      Temps and pressures – All green                      Power – Idle check                      Power – 2000 RPM                      Transponder – Set                      Contact ground control</p>									
Holding Short										
	<p>Canopy – Locked and secure                      Flaps – Set for takeoff                      Fuel pump – ON • Landing Lgt – ON                      Trim for takeoff • Monitor CHT                      Contact tower (KSMO 120.10)  <b>WARNING:</b> Avoid prolonged periods of not facing into the wind</p>									
Preflight Interior										
	<p><b>Passenger Briefing</b>                      Seatbelt use • Exit procedure                      Com use • Motion sickness                      Look for traffic • LSA waiver                      Fire extinguisher use</p> <p>Parking brake – ON, pumped                      Rudder pedals – Adjusted                      Master – ON • Instruments – ON                      Strobe lights – ON  <i>If Night:</i> Nav lights – ON                      Circuit breakers – IN                      Carb heat – OFF                      Fuel selector – Fullest tank                      Insert key – Do not turn</p>									
Cold Engine Start										
	<p>Choke – ON • Throttle – IDLE                      Fuel pump – ON 5 seconds                      Check surroundings                      Shout – “CLEAR PROP!”                      Starter – Engage (<i>Max 5 Seconds</i>)                      Choke – OFF • Oil pressure – Green                      Throttle – 2000 RPM                      Avionics – ON • Headset – Check</p>									

## SPORTCRUISER – N107BK – CHECKLIST

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>Check final – Clear                      Check canopy – Locked                      Check flaps – Set for takeoff                      Check carb heat – OFF                      Check fuel pump – ON</p>	<p>Power – Set for decent rate                      Pitch – Constant airspeed                      Carb heat – ON                      Landing Light – ON within 10 miles of an airport</p>	<p style="text-align: center;"><b>Power Loss in Flight</b></p>
<p style="text-align: center;"><b>Power Loss on Takeoff</b></p>	<p style="text-align: center;"><b>Go-Around</b></p>	<p><b>A</b>irspeed – Best glide: 60 Kts  <b>B</b>est Field – Choose, fly towards, plan approach  <b>C</b>hecklist – 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><b>On Ground</b>                      Throttle – Idle                      Brakes – Apply                      Flaps – Up                      Aircraft – Stop                      Ignition – OFF</p>	<p style="text-align: center;"><b>Pre-Landing</b></p>	<p><b>D</b>eclare:                      Squawk – 7700                      Mayday – 121.50 or current frequency</p>
<p><b>Below 500 Feet AGL</b>                      Lower nose abruptly – Pitch 60 Kts                      Ignition – OFF                      Fuel pump – OFF                      Flaps – Full                      Land straight ahead                      Do not attempt to return to Runway</p>	<p style="text-align: center;"><b>Clear of Runway</b></p>	<p><b>E</b>ngine – Shutdown                      Fuel selector – OFF                      Fuel pump – OFF                      Ignition – OFF</p>
<p><b>Above 500 Feet AGL</b>                      Note MSL Altitude                      Land on runway or golf course</p>	<p>Carb heat – OFF                      Flaps – Up (Set for takeoff if taxiing back)                      Fuel pump – OFF                      Landing Light – OFF                      Contact ground control</p>	<p><b>F</b>laps – As required  <b>G</b>et Ready                      Seatbelts – Tighten                      Sunglasses, headset – Remove                      Passenger – Secure                      Master switch - OFF                      Warning: A, B, C <b>much</b> more important than D, E, F, G. <b>Fly the Plane</b> first. Always assume engine will not restart.</p>
<p style="text-align: center;"><b>Climb</b></p>	<p style="text-align: center;"><b>Shut Down</b></p>	<p><b>E</b>lectrical Fire                      Master – OFF                      All switches – OFF                      Cabin heat – OFF                      Air vents – Open                      Land – As soon as possible</p>
<p>Power – 5000 – 5500                      Pitch for airspeed                      Trim – Relieve control pressure                      Temperatures – Monitor                      At 1000 AGL – Fuel pump OFF</p>	<p>Switches off Right to Left                      Power – Idle                      Ignition – OFF (slowly)                      Hobbs &amp; tach – Record                      Master – OFF</p>	<p style="text-align: center;"><b>Engine Fire</b></p>
<p style="text-align: center;"><b>Cruise</b></p>	<p style="text-align: center;"><b>Tie Down/Secure</b></p>	<p>Fuel selector - OFF                      Throttle – Full Open                      Fuel pump – OFF                      Ignition – OFF, when engine stops                      Emergency descent Vne – Altitude permitting</p>
<p>Power – 4400 – 5000                      Trim – Relieve control pressure                      Temperatures and pressures – Monitor</p>	<p>Chocks – Replace                      Tie downs – Attach                      Controls – Secure</p>	<p style="text-align: center;"><b>Electrical Fire</b></p>
<p style="text-align: center;"><b>Pre-maneuver</b></p>	<p style="text-align: center;"><b>V Speeds</b></p>	<p><b>Engine Fire</b>                      Fuel selector - OFF                      Throttle – Full Open                      Fuel pump – OFF                      Ignition – OFF, when engine stops                      Emergency descent Vne – Altitude permitting</p>
<p><i>Perform prior to every maneuver. Memorize this checklist.</i></p> <p style="text-align: center;"><b>C.E.R.R.C.A.</b></p> <p>Clearing turn(s)                      Emergency landing area                      Radio – Announce position                      Reference point -Airspeed, heading, altitude                      Configure Aircraft – Appropriate for maneuver</p>	<p>Vso – 31                      Vs1 – 37                      Vr – 50                      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><b>Engine Fire</b>                      Fuel selector - OFF                      Throttle – Full Open                      Fuel pump – OFF                      Ignition – OFF, when engine stops                      Emergency descent Vne – Altitude permitting</p>