

SPORTCRUISER – N801PS – CHECKLIST

Preflight Exterior	Hot Engine Start	Cold Engine Start								
<p>Cockpit 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>Left Gear Tire – Inflated, no bald spots Wheel chocks – Remove Brakes – No fluid leaks Brake pads – Thickness sufficient Gear leg – Good condition</p> <p>Left Wing Flap – Down & secure Aileron – Free & secure Wing tip – Undamaged Light fixture – Secure Tie down – Remove Fuel vent – Clear Pitot-static tube – Clear & secure Wing leading edge – Undamaged Fuel in tank – Sufficient for flight Fuel – Test quality</p> <p>Cowling 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>Nose Gear Tire – Inflated, tread Cotter pins – Check Gear leg – Good condition Gas Collator – Check fuel</p> <p>Right Wing 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 & correct Trim tab – Cotter pin secure Flap – Down & secure</p>	<p>Right Gear Tire – Inflated, no bald spots Wheel chocks - Remove Brakes – No fluid leaks Brake pads – Thickness sufficient Gear leg – Good condition</p> <p>Antennas Comm antenna – Secure Transponder antenna – Attached ELT antenna – Secure VOR antenna – Attached</p> <p>Empennage 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: 60%;">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	
KSMO ATIS	119.15									
KSMO Ground	121.90									
KSMO Tower	120.10									
SOCAL Approach Malibu	125.20									
Run-Up										
<p>Face into wind Parking brake – Set, pump Pitch Trim – Neutral per PFD Roll Trim – Flush with wing (visually verify)</p> <p>Pilot Briefing Positive exchange of controls Plan for power loss on takeoff (see “Power Loss on Takeoff”) Route of flight (GPS Set)</p>	<p>Run-Up Stick & 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 Amps and volts – Green Temps and pressures – All green Power – Idle check Power – 2000 RPM Transponder – Set Contact ground control</p>									
Preflight Interior										
<p>Passenger Briefing 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>										
Holding Short										
<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>	<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) WARNING: Avoid prolonged periods of not facing into the wind</p>									

SPORTCRUISER – N801PS – CHECKLIST

Taking the Active Runway	Descent	Emergency Procedures
The following items should be checked by memory every time pilots taxi onto a runway.	Power – Set for decent rate Pitch – Constant airspeed Carb heat – ON Landing Light – ON within 10 miles of an airport	Power Loss in Flight
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, 5PS”	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 G et 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.
Below 500 Feet AGL	Clear of Runway	Electrical Fire
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	Carb heat – OFF Flaps – Up (Set for takeoff if taxiing back) Fuel pump – OFF Landing Light – OFF Contact ground control	Fuel selector - OFF Throttle – Full Open Fuel pump – OFF Ignition – OFF, when engine stops Emergency descent Vne – Altitude permitting
Above 500 Feet AGL	Shut Down	Engine Fire
Note MSL Altitude Land on runway or golf course	Lights – OFF Avionics – OFF Power – Idle Ignition – OFF (slowly) Hobbs & tach – Record Instrument switch – OFF Master – OFF	
Climb	Tie Down/Secure	
Power – 5000 – 5500 Pitch for airspeed Trim – Relieve control pressure Temperatures – Monitor At 1000 AGL – Fuel pump OFF	Chocks – Replace Tie downs – Attach Controls – Secure	
Cruise	V Speeds	
Power – 4400 – 5000 Trim – Relieve control pressure Temperatures and pressures – Monitor	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	
Pre-maneuver		
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		

