

SportCruiser (SkyView) – CHECKLIST (Oct. 2024 Revision)

Preflight Exterior	Right Gear	Hot Engine Start
<p>Cockpit A.R.O.W. documents – On board Controls – FREE Key – Out, Center Console Master BAT switch – ON Master GEN switch – ON EFIS 1 switch – ON Flaps – Fully extended, Visually Verify Fuel gauge – Check levels Strobes – ON, Check <i>If Night</i> – Check Nav & Landing Light All Switches – OFF, Right to Left Canopy – Closed</p> <p>Left Gear Tire – Inflated, no bald spots Brakes – No fluid leaks Brake pads – Thickness Sufficient Gear Leg – Good condition, no cracks</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 – Not blocked Radiator – Undamaged, no leaks Oil Cooler – Undamaged, no leaks Gascollator – Check fuel quality</p> <p>Nose Gear Tire – Inflated, sufficient tread Cotter pins – Secure Gear Leg – good condition, no cracks Gas Collator – Check fuel quality</p> <p>Right Wing Fuel – Check quality Fuel in tank – Sufficient for flight Wing 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 and Secure</p>	<p>Tire – Inflated, No bald spots Brakes – No fluid leaks Brake pads – Thickness Sufficient Gear Leg – Good condition, no cracks</p> <p>Antennas Comm antenna – Secure Transponder antenna – Secure ELT antenna – Secure <i>If equipped:</i> VOR antenna – Secure</p> <p>Empennage Vertical Stabilizer – Undamaged Horizontal Stabilizer – Undamaged Elevator – Free & secure Trim Tab – Cotter pin secure Anti-Servo Tab – Free & secure Rudder – free movement Tie-down – Remove</p> <p>360° Walk Around Tie downs – Removed Nose wheel chock – Removed Airplane – Position for Start Nose wheel – Straight</p>	<p>Throttle – Idle Fuel Pump – ON Check Surroundings Shout – "CLEAR PROP!" Brakes – Engaged 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, 12° Transponder – ALT 1200 GPS – ON ATIS – Copy, 119.15 Altimeter – Set, altitude verified Brakes- Test Contact Ground – 121.90 Warning: Do not exceed 2,500 rpm when engine temp below 120° F KSMO ATIS.....119.15 KSMO Ground.....121.90 KSMO Tower.....120.10 SOCAL.....125.20 or 124.60</p>
		Run-Up
		<p>Face into the wind Parking Brake- Set & Pumped Pitch Trim – Set Roll Trim – Tab neutral with aileron Pilot Briefing Positive exchange of controls Plan for power loss on takeoff Route of flight (GPS Set) Run-Up Stick & Rudder – Box Check Canopy – Both sides locked, push test MFD "Canopy Locked" – Green light Oil Temperature – Above 121° F Brakes – Engaged Power – 4,000 RPM Ignition Left – Check* Ignition Right – Check* (*RPM Max drop 300/Max diff 115) Carb Heat – On, check slight drop, off Fuel pump – OFF 5 seconds then ON (monitor fuel pressure) Volts – 12 to 14 V Temps & Pressures – All green Power – Idle then 2,000 RPM Transponder – Set Contact ground – 121.90 (KSMO)</p>
		Holding Short
		<p>Canopy – Both sides locked, push test Flaps – Set for takeoff, 12° Trim – Set for takeoff Fuel pump – Verify ON Monitor CHTs / Oil temp Warning: Take-off prohibited if CHTs temperature reach 230° F Contact tower (KSMO 120.10)</p>
Preflight Interior	Passenger Briefing	
	<p>Seatbelt use • Exit procedure Com use • Motion sickness Look for traffic • LSA waiver Fire extinguisher use Rudder Pedals – Adjusted Parking brake – Set, Pumped Master BAT switch – ON Master GEN switch – ON EFIS 1 switch- ON Strobes – On • <i>If night:</i> Nav lights – On Circuit breakers – IN Carb Heat – OFF Fuel selector – L or R (Fullest Tank) Hobbs & Tach – Reference Insert key – DO NOT TURN</p>	
		Cold Engine Start
	<p>IF OIL TEMP BELOW 90° F Throttle – Idle Fuel Pump – On Check Surroundings Shout – "CLEAR PROP!" Choke – On Brakes – Engaged Starter – Engage (<i>Max 5 Sec.</i>) Choke – OFF Oil pressure – Green Throttle – 2000 RPM Avionics – ON Headset – Check</p>	

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Taking the Active Runway	Descent	Emergency Procedures
<p><i>The following items should be done by memory every time pilots taxi onto a runway.</i></p> <p>Landing Light – ON Strobe Light – ON Fuel Pump- ON Carb Heat – OFF Flaps – Set for takeoff, 10° Canopy – Locked, push test Runway & Final – CLEAR Engine Gauges – Green</p>	<p>Power – Set for descent rate Pitch – Constant airspeed Carb Heat – On Landing Light – ON -within 10 miles of an airport ATIS – Copy</p>	Power Loss in Flight
	Go-Around	<p>Power – Full Pitch for best climb (Vy) – 65 KTS Flaps – Retract to 20° immediately, Then retract in stages Announce – “Going around”</p>
Power Loss on Takeoff	Pre-Landing	Declare:
On Ground	<p>Landing Light – ON Fuel Pump – ON Carb Heat – ON Power – 3,500 RPM Pitch – To slow to Vfe- 75 KTS Flaps – As necessary Pitch for approach speed – 60 KTS Trim to relieve control pressures</p>	<p>Squawk – 7700 IDENT Mayday – 121.50 or current frequency</p>
<p>Throttle – Idle Brakes – Apply Aircraft – Stop Ignition – OFF Below 500 feet + elevation Lower nose abruptly – Pitch 60kts *FLY AIRPLANE* Fuel Pump – OFF Fuel Selector – OFF Ignition – OFF Flaps – Full Master – OFF Land straight ahead <u>Do not</u> attempt to return to Runway Above 500 feet + elevation Note winds/ MSL altitude Land on runway or ahead+secure^</p>	Clear of Runway	Engine – Shutdown
Climb	<p>Carb Heat – OFF Flaps – Up (Set to 12° if taxiing back for takeoff) Landing Light – OFF Transponder – ALT 1200 Contact Ground – 121.90 (Accomplish above^ in <1 min)</p>	<p>Fuel selector – OFF Fuel Pump- OFF Ignition – OFF Flaps – As required</p>
<p>Pitch for airspeed – 65 KTS (Vy) Flaps – Up (above obstacles) Power – FULL Above 1,000ft A.G.L.- Cruise Climb pitch for airspeed – 80KTS Power – 4,900 to 5,100 RPM</p>	Shut Down	Get Ready
Cruise	<p>Power – Idle Avionics – OFF Fuel Pump – OFF Ignition – OFF (Slowly) Key – remove from ignition Hobbs & Tach – Record Switches – OFF (leave nav lights on) Master Switch – OFF</p>	<p>Seatbelts – Tighten Sunglasses, headset – Remove Passenger – Secure Canopy – Unlatched (<i>prior to touchdown</i>) Master switch – OFF (Final) Warning: A, B, C much more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart.</p>
<p>Power – 4,800 to 5,200 RPM Trim – Relieve control pressure Temperatures and pressures – Monitor Fuel Pump – OFF (leave ON if vapor lock is likely or hot outside)</p>	Tie Down/Secure	Electrical Fire
Pre-maneuver	<p>Chock – Nose wheel Tie downs – Attach Controls – Secure Master Switch – OFF <i>*Personal items & trash need to be removed or else subject to cleaning fee as stated in rental agreement</i></p>	<p>Master – OFF All switches – OFF Cabin heat – OFF Air vents – Open Fire Extinguisher – As required Land – As soon as practical Cabin – Ventilate</p>
<p>Performed prior to every maneuver. Memorize this checklist. C.E.R.R.C.A.</p> <p>Clearing turn(s) Emergency landing area Radio – Announce position (^CTAF only) Reference point – Landmark identify+ note heading, altitude Configure Aircraft – 80kts/Va or as appropriate for maneuver</p>	V Speeds	Engine Fire
	<p>Vso – 32kts Vs1 – 38kts Vr – 50kts Vx – 55kts Vy – 65kts Vfe – 75kts Va – Low weight - 80kts Va – Max weight - 88kts Vno – Max cruise - 108kts Vne – 138kts Best glide (max weight) – 60kts</p>	<p>Fuel Selector – OFF Throttle – Full Open Fuel Pump – OFF Ignition – OFF, when engine stops (takes 30 sec to purge carbs) Emergency descent Vne – Altitude and weather permitting Fire Extinguisher – As required</p>
		Comm Failure
		<p>Troubleshoot Squawk – 7600 (If able) Proceed to nearest suitable airport Enter pattern normally Look for light gun signals stay green on final=cleared to land</p>