

**SKYHAWK – N9378D – CHECKLIST**

Preflight Exterior		Hot Engine Start									
<p><b>Cockpit</b>                      A.R.O.W. documents – On board                      Control lock – Out                      Pitot Tube Cover – OFF                      Gear Selector – DOWN                      Fuel Selector – BOTH                      Hydraulic Fluid – Check level                      Master switch – ON                      Avionics Fan – ON                      Gear lights/ Horn – Check                      Flaps – Fully extended                      Fuel gauge – Check level                      All lights – Check                      Stall Horn – Check                      Pitot Heat – Check if necessary                      All switches – OFF</p>		<p><b>Antennas</b>                      Comm antennas – Secure                      Transponder antenna – Attached                      ELT antenna – Secure                      GPS antenna – Secure                      VOR antenna – 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/ Well – Good condition</p>									
<p><b>Cowling</b>                      Prop blades/ Gov – Good condition                      Prop Governor – No leaks                      Alternator Belt – Good condition                      Air Intakes – Not blocked                      Cowlings/ Cowl Flaps – Secure                      Oil – Check Level (7 - 8qt)                      Exhaust – Secure/ No cracks</p>		<p><b>Pre-taxi/ Taxi</b>                      Fuel Pump – OFF                      Lights – As required                      Flaps – UP (visually verify)                      Transponder – Alt 1200                      GPS – ON • ATIS – Copy                      Altimeter – Set and verified                      Contact ground control                      Brakes – Test                      Gyro Instruments – Check</p> <table border="0"> <tr> <td>KSMO ATIS</td> <td align="right">119.15</td> </tr> <tr> <td>KSMO Ground</td> <td align="right">121.90</td> </tr> <tr> <td>KSMO Tower</td> <td align="right">120.10</td> </tr> <tr> <td>SOCAL Approach</td> <td align="right">124.30 or 125.20</td> </tr> </table>		KSMO ATIS	119.15	KSMO Ground	121.90	KSMO Tower	120.10	SOCAL Approach	124.30 or 125.20
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<p><b>Nose Gear</b>                      Tire – Inflated, tread                      Cotter pins – Check                      Gear strut – Inflated                      Gear Doors – Secure                      Fuel – Test Quality (1)                      Gear Well - No leaks</p>		<p><b>Run-Up</b>                      Parking brake – Set                      Fuel selector – BOTH                      Trim – Set for takeoff</p> <p><b>Pilot Briefing</b>                      Positive exchange of controls                      Plan for power loss on takeoff                      (see “Power Loss on Takeoff”)                      Route of flight (GPS/ G5s Set)</p>									
<p><b>Left Wing</b>                      Fuel in tank – Sufficient for flight                      Cabin air vents – Not blocked                      Pitot tube – Clear &amp; secure                      Tie down – Remove                      Fuel vent – Clear                      Wing leading edge – Undamaged                      Wing tip – Undamaged                      Light fixture – Secure                      Aileron – Free &amp; secure                      Flap – Down &amp; secure                      Fuel – Test quality (1)</p>		<p><b>Run-Up</b>                      Flight Controls – Free &amp; Correct                      Instruments – Check                      Mixture – Best Power                      Fuel Pump – Check press. increase                      Power – 1800 RPM                      Magneto left – Check *                      Magneto right – Check *                      (*RPM Max drop 150/Max diff 50)                      Prop – Cycle (3 times)                      Carb Heat – Test</p>									
<p><b>Left Gear</b>                      Tire – Inflated, no bald spots                      Wheel chocks – Remove                      Brakes – No fluid leaks                      Brake pads – Thickness sufficient                      Gear leg/ Well – Good condition                      Static Port – Not Blocked</p>		<p><b>Cold Engine Start</b>  <b>ONLY IF OIL TEMP NOT IN GREEN</b>                      Cowl Flaps – Open                      Mixture – RICH                      Throttle – Cracked                      Carb Heat – Off                      Primer – 2 - 3 times                      Mixture – LEAN                      Check surroundings                      Shout – “CLEAR PROP!”                      Starter – Engage (Max 10 Seconds)                      Mixture – ENRICHEN                      Oil pressure – Green                      Throttle – 900 RPM                      Mixture – Lean for taxi                      Avionics – ON • Headset – Check</p>									
<p><b>Empennage</b>                      Baggage Door – Locked                      Vertical stabilizer – Undamaged                      Horizontal stabilizer – Undamaged                      Elevator – Free and secure                      Rudder cables – Good condition                      Trim tab – Cotter pin secure                      Tie-down – Remove</p>		<p><b>Holding Short</b>                      Doors &amp; Windows - Locked                      Flaps – Set for takeoff                      Trim for takeoff                      Cowl Flaps – Open                      Contact tower (KSMO 120.10)</p>									

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<b>Taking the Active Runway</b>	<b>Descent</b>	<b>Emergency Procedures</b>
<i>The following items should be checked by memory every time pilots taxi onto a runway.</i>	MP/ RPMs – As desired	<b>Power Loss in Flight</b>
Landing Light – ON	Pitch – Constant vertical speed	<b>A</b> irspeed – Best glide: 73 Kts
Strobe Light – ON	Strobe Lights – ON	<b>B</b> est Field – Choose, fly towards, plan approach
Check final – Clear	Landing Light – ON	<b>C</b> hecklist – 7 Up:
Check runway – Clear	-within 10 miles of an airport	Fuel Selector – BOTH
Check doors & windows – Locked	ATIS – Copy	Mixture – As required
Fuel Selector – BOTH		Prop – Full forward
Mixture – RICH		Throttle – Cracked
Engine Gauges – Green		Carb heat – ON
	<b>Go-Around</b>	Fuel Pump – ON
<b>Power Loss on Takeoff</b>	Power – Full	Master – ON
<b>On Ground</b>	Prop – Full forward	Ignition – Attempt restart, if prop stopped / Cycle mags
Throttle – Idle	Carb Heat – OFF	<b>D</b> eclare:
Brakes – Apply	Pitch for best climb (Vy) – 84 KTS	Squawk – 7700
Flaps – Up	Flaps – Retract to 20° immediately	Mayday – 121.50 or current frequency
Aircraft – Stop	Pos. rate – Gear up	<b>E</b> ngine – Shutdown
Ignition – OFF	Flaps – Up	Fuel Selector – OFF
<b>Below 800 Feet AGL</b>	Announce – “Going around, 78D”	Mixture – Full Lean
Lower nose abruptly – Pitch 73 kts		Fuel Pump – OFF
Fuel Selector – OFF	<b>Pre-Landing</b>	Ignition – OFF
Mixture – Cutoff	Fuel – BOTH	<b>E</b> laps – As required
Ignition – OFF	Cowl Flaps – As desired	<b>G</b> et Ready
Flaps – Full	Gear – Down & Verified	Seatbelts – Tighten
Master – OFF	Mixture – RICH	Sunglasses, headset – Remove
Land straight ahead	Prop – Full forward	Passenger – Secure
Do not attempt to return to Runway	Power – 15"	Master switch – OFF
<b>Above 800 Feet AGL</b>	Landing Light – ON	Warning: A, B, C <b>much</b> more important than D, E, F, G. Fly the Plane first.
Note winds/ MSL altitude	Pitch – To slow to Vfe	Always assume engine will not restart.
Land on runway or golf course	Flaps – As necessary	
	Pitch for approach speed of 75 Kts	
	Trim to relieve control pressures	
	<b>Clear of Runway</b>	
	Throttle – 900RPM	
	Flaps – Up (Set for takeoff)	
	Mixture – LEAN for taxi	
	Landing Light – OFF	
	Taxi Lights – As required	
	Strobe Lights – OFF	
	Contact ground control	
	<b>Shut Down</b>	
	Avionics – OFF	
	Throttle – 1000RPM	
	Mixture – Cutoff	
	Mags – OFF • Key – OUT	
	All Switches/ Master – OFF	
	Fuel – Left or Right	
	Hobbs & Tach record	
	<b>Tie Down/Secure</b>	
	Chocks – Replace	
	Tie downs – Attach	
	Controls – Secure	
	Pitot tube cover – ON	
	<b>V Speeds</b>	
	Vso – 42	
	Vs1 – 50	
	Vr – Variable	
	Vx – 67	
	Vy – 84	
	Vfe – 130 (10°)	
	100 (20° – 30°)	
	Va – Low weight (1900 lbs) – 99	
	Va – Max weight – 106	
	Vno – Max cruise – 120	
	Vne – 164	
	Vlo – 140	
	Vle – 164	
	Best glide (max weight) – 73	
		<b>Electrical Fire</b>
		Gear – Down & Verified
		Master – OFF
		All switches – OFF
		Cabin heat – OFF
		Air vents – Closed
		Fire Extinguisher – As required
		Land – As soon as practical
		<b>Engine Fire</b>
		Fuel Selector – OFF
		Throttle – Full Open
		Mixture – Full Lean
		Ignition – OFF, when engine stops
		Emergency descent Vne – Altitude permitting
		<b>Comm Failure</b>
		Squawk – 7600 (If able)
		Proceed to nearest airport
		Enter pattern normally
		Look for light gun signals on final
<b>Pre-maneuver</b>		
<i>Perform prior to every maneuver. Memorize this checklist.</i>		
<b>C.E.R.R.C.A.</b>		
Clearing turn(s)		
Emergency landing area		
Radio – Announce position		
Reference point -Airspeed, heading, altitude		
Configure Aircraft – Appropriate for maneuver		