

SPORTCRUISER – N195PS – CHECKLIST

Preflight Exterior		Hot Engine Start
Cockpit		
A.R.O.W. documents – On board	Right Gear	
Controls – Free	Tire – Inflated, no bald spots	Throttle – IDLE
Key – Out	Wheel chocks - Remove	Fuel pump – ON
Master switch – ON	Brakes – No fluid leaks	Check surroundings
Instrument switch – ON	Brake pads – Thickness sufficient	Shout – “Clear Prop!”
Flaps – Fully extended	Gear leg – Good condition	Starter – Engage (<i>Max 5 Seconds</i>)
Fuel gauge – Check level		Oil pressure – Green
Strobes – Check	Antennas	Throttle – 2000 RPM
<i>If night</i> – Check lights	Comm antenna – Secure	Avionics – ON
All switches – OFF	Transponder antenna – Secure	Headset – Check
Canopy – Closed	ELT antenna – Secure	Pre-taxi
Left Gear	VOR antenna – Secure	Flaps – Set for takeoff
Tire – Inflated, no bald spots		Transponder – Alt 1200
Wheel chocks – Remove	Empennage	GPS – ON
Brakes – No fluid leaks	Vertical stabilizer – Undamaged	ATIS – Copy
Brake pads – Thickness sufficient	Horizontal stabilizer – Undamaged	Altimeter – Set and verified
Gear leg – Good condition	Elevator – Free and secure	Brakes – Test
Left Wing	Trim tab – Cotter pin secure	Contact ground control
Flap – Down & secure	Rudder – Free movement	<i>KSMO ATIS</i> <i>119.15</i>
Aileron – Free & secure	Tie-down – Remove	<i>KSMO Ground</i> <i>121.90</i>
Wing tip – Undamaged	360° Walk around, tie downs and chocks	<i>KSMO Tower</i> <i>120.10</i>
Light fixture – Secure		<i>SOCAL Approach Malibu</i> <i>125.20</i>
Tie down – Remove	Airplane – positioned for start	Run-Up
Fuel vent – Clear	Nose wheel – Straight	Face into wind
Pitot-static tube – Clear & secure	Preflight Interior	Parking brake – Set, pump
Wing leading edge – Undamaged	Passenger Briefing	Pitch Trim – Set
Fuel in tank – Sufficient for flight	Seatbelt use • Exit procedure	Roll Trim – Tab flush with aileron
Fuel – Test quality	Com use • Motion sickness	Pilot Briefing
Cowling	Look for traffic • LSA waiver	Positive exchange of controls
Cowlings – Secure	Fire extinguisher use	Plan for power loss on takeoff
Oil cap – Remove		Route of flight (GPS Set)
Prop blades – Good condition	Parking brake – ON, pumped	Run-Up
Prop – Turn counterclockwise to burp	Rudder pedals – Adjusted	Stick & Rudder – Box check
Oil level – Check	Master – ON	Oil temperature – Above 121° F
Oil cap – Replace, close access door	Instruments – ON	Power – 4000 RPM
Air Intakes – Not blocked	Strobe lights – ON	Ignition left – Check *
Radiator – Undamaged, no leaks	<i>If Night:</i> Nav lights – ON	Ignition right – Check *
Oil cooler – Undamaged, no leaks	Circuit breakers – IN	(*RPM Max drop 300/Max diff 115)
Nose Gear	Carb heat – OFF	Carb Heat – Check slight drop
Tire – Inflated, tread	Fuel selector – Fullest tank	Fuel pump - OFF 5 seconds then ON (Monitor fuel pressure)
Cotter pins – Check	Hobbs & tach – Reference	Volts – 12–14 volts
Gear leg – Good condition	Insert key – Do not turn	Temps and pressures – All green
Gas Collator – Check fuel	Cold Engine Start	Power – Idle check
Right Wing	Throttle – IDLE	Power – 2000 RPM
Fuel – Check quality	Fuel pump – ON	Transponder – Set
Fuel in tank – Sufficient for flight	Check surroundings	Contact ground control
Leading edge – Undamaged	Shout – “CLEAR PROP!”	Holding Short
Fuel vent – Clear	Choke – ON	Canopy – Locked and secure
Tie down – Remove	Starter – Engage (<i>Max 5 Seconds</i>)	Flaps – Set for takeoff
Light fixture – Secure	Choke – OFF	Fuel pump – Verify ON
Wing tip – Undamaged	Oil pressure – Green	Trim – Set
Aileron – Free & correct	Throttle – 2000 RPM	Monitor CHT
Trim tab – Cotter pin secure	Avionics – ON	Contact tower (KSMO 120.10)
Flap – Down & secure	Headset – Check	WARNING: Avoid prolonged 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	Power Loss in Flight
Landing Light – ON	Pitch – Constant airspeed	A irspeed – Best glide: 60 Kts
Check final – Clear	Carb heat – ON	B est Field – Choose, fly towards, plan approach
Check canopy – Locked	Landing Light – ON within 10 miles of an airport	C hecklist – 7 Up:
Check flaps – Set for takeoff	Go-Around	Throttle – Cracked
Check carb heat – OFF	Power – Full	Choke – OFF
Check fuel pump – ON	Pitch for best climb (Vy) – 65 KTS	Fuel Selector – Switch tanks
Power Loss on Takeoff	Carb heat – OFF	Carb heat – ON
On Ground	Flaps – Retract in stages	Fuel pump – ON
Throttle – Idle	Announce – “Going around”	Master – ON
Brakes – Apply	Pre-Landing	Starter – Engage, if prop stopped
Flaps – Up	Fuel Pump – ON	D eclare:
Aircraft – Stop	Landing Light - ON	Squawk – 7700
Ignition – OFF	Carb heat – ON	Mayday – 121.50 or current frequency
Below 500 Feet AGL	Power – 3500	E ngine – Shutdown
Lower nose abruptly – Pitch 60 Kts	Pitch – Level to slow to Vfe – 75 Kts	Fuel selector – OFF
Ignition – OFF	Flaps – As necessary	Fuel pump – OFF
Fuel pump – OFF	Pitch for approach speed of 65 Kts	Ignition – OFF
Flaps – Full	Trim to relieve control pressures	F laps – As required
Land straight ahead	Clear of Runway	G et Ready
Do not attempt to return to Runway	Carb heat – OFF	Seatbelts – Tighten
Above 500 Feet AGL	Flaps – Up (Set for takeoff if taxiing back for takeoff)	Sunglasses, headset – Remove
(Note MSL alt. prior to takeoff)	Landing Light – OFF	Passenger – Secure
Land on runway or golf course	Transponder – 1200	Master switch - OFF
Climb	Contact ground (KSMO 121.90)	Warning: A, B, C much more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart.
Power – 5000 – 5500	Shut Down	Electrical Fire
Pitch for airspeed	Power – Idle	Master – OFF
Trim – Relieve control pressure	Avionics – OFF	All switches – OFF
Temperatures – Monitor	Ignition – OFF (slowly)	Cabin heat – OFF
Cruise	Hobbs & tach – Record	Air vents – Open
Power – 4400 – 5000	Switches – OFF	Fire extinguisher – Use as req.
Trim – Relieve control pressure	Tie Down/Secure	Land – As soon as possible
Fuel pump – OFF	Chocks – Replace	Engine Fire
Temperatures and pressures – Monitor	Tie downs – Attach	Fuel selector - OFF
Pre-maneuver	Controls – Secure	Throttle – Full Open
Perform prior to every maneuver. Memorize this checklist.	Personal items & trash – Removed from aircraft	Fuel pump – OFF
C.E.R.R.C.A.	V Speeds	Ignition – OFF, when engine stops
Clearing turn(s)	Vso – 32	Fire extinguisher – Use as req.
Emergency landing area	Vs1 – 39	Emergency descent Vne – Altitude permitting
Radio – Announce position	Vx – 55	
Reference point -Airspeed, heading, altitude	Vy – 65	
Configure Aircraft – Appropriate for maneuver	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	