

SPORTCRUISER –N427R– CHECKLIST

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

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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	