

SPORTCRUISER – N643JK – CHECKLIST

Preflight Exterior	Hot 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	
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	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>										
Cold Engine Start										
<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>										
	Holding Short									
	<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>									

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Taking the Active Runway	Descent	Emergency Procedures
<p><i>The following items should be checked by memory every time pilots taxi onto a runway.</i></p> <p>Check final – Clear Check canopy – Locked Check flaps – Set for takeoff Check carb heat – OFF Check fuel pump – ON</p>	<p>Power – Set for decent rate Pitch – Constant airspeed Carb heat – ON Landing Light – ON within 10 miles of an airport</p>	<p>Power Loss in Flight</p>
<p>Power Loss on Takeoff</p>	<p>Go-Around</p>	<p>Airspeed – Best glide: 60 Kts Best Field – Choose, fly towards, plan approach Checklist – 7 Up: Throttle – Cracked Choke – OFF Fuel Selector – Switch tanks Carb heat – ON Fuel pump – ON Master – ON Starter – Engage, if prop stopped</p>
<p>On Ground</p>	<p>Pre-Landing</p>	<p>Declare: Squawk – 7700 Mayday – 121.50 or current frequency</p>
<p>Throttle – Idle Brakes – Apply Flaps – Up Aircraft – Stop Ignition – OFF</p>	<p>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</p>	<p>Engine – Shutdown Fuel selector – OFF Fuel pump – OFF Ignition – OFF</p>
<p>Below 500 Feet AGL</p>	<p>Clear of Runway</p>	<p>Flaps – As required Get 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.</p>
<p>Lower nose abruptly – Pitch 60 Kts Ignition – OFF Fuel pump – OFF Flaps – Full Land straight ahead Do not attempt to return to Runway</p>	<p>Carb heat – OFF Flaps – Up (Set for takeoff if taxiing back) Fuel pump – OFF Landing Light – OFF Contact ground control</p>	
<p>Above 500 Feet AGL</p>		
<p>Note MSL Altitude Land on runway or golf course</p>	<p>Shut Down</p>	
<p>Climb</p>	<p>Lights – OFF Avionics – OFF Power – Idle Ignition – OFF (slowly) Hobbs & tach – Record Instrument switch – OFF Master – OFF</p>	
<p>Power – 5000 – 5500 Pitch for airspeed Trim – Relieve control pressure Temperatures – Monitor At 1000 AGL – Fuel pump OFF</p>	<p>Tie Down/Secure</p>	<p>Electrical Fire</p>
<p>Cruise</p>	<p>Chocks – Replace Tie downs – Attach Controls – Secure</p>	<p>Master – OFF All switches – OFF Cabin heat – OFF Air vents – Open Land – As soon as possible</p>
<p>Power – 4400 – 5000 Trim – Relieve control pressure Temperatures and pressures – Monitor</p>	<p>V Speeds</p>	<p>Engine Fire</p>
<p>Pre-maneuver</p>	<p>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</p>	<p>Fuel selector - OFF Throttle – Full Open Fuel pump – OFF Ignition – OFF, when engine stops Emergency descent Vne – Altitude permitting</p>
<p><i>Perform prior to every maneuver. Memorize this checklist.</i></p> <p style="text-align: center;">C.E.R.R.C.A.</p> <p>Clearing turn(s) Emergency landing area Radio – Announce position Reference point -Airspeed, heading, altitude Configure Aircraft – Appropriate for maneuver</p>		

