

## SPORTCRUISER – N801PS – CHECKLIST

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

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Taking the Active Runway	Descent	Emergency Procedures
<b>The following items should be done/checked by memory every time pilots taxi onto a runway.</b>	Power – Set for descent rate	<b>Power Loss in Flight</b>
Landing Light – ON	Pitch – Constant airspeed	<b>A</b> irspeed – Best glide: 60 Kts
Check final – Clear	Carb heat – ON	<b>B</b> est Field – Choose, fly towards, plan approach
Check canopy – Locked	Landing Light – ON within 10 miles of an airport	<b>C</b> hecklist – 7 Up:
Check flaps – Set for takeoff	<b>Go-Around</b>	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
<b>Power Loss on Takeoff</b>	Carb heat – OFF	Carb heat – ON
<b>On Ground</b>	Flaps – Retract in stages	Fuel pump – ON
Throttle – Idle	Announce – “Going around”	Master – ON
Brakes – Apply	<b>Pre-Landing</b>	Starter – Engage, if prop stopped
Flaps – Up	Fuel Pump – ON	<b>D</b> eclare:
Aircraft – Stop	Landing Light - ON	Squawk – 7700
Ignition – OFF	Carb heat – ON	Mayday – 121.50 or current frequency
<b>Below 500 Feet AGL</b>	Power – 3500	<b>E</b> 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	<b>F</b> laps – As required
Land straight ahead	<b>Clear of Runway</b>	<b>G</b> et Ready
<b>Do not</b> attempt to return to Runway	Carb heat – OFF	Seatbelts – Tighten
<b>Above 500 Feet AGL</b>	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
<b>Climb</b>	Contact ground (KSMO 121.90)	Warning: A, B, C <b>much</b> more important than D, E, F, G. <b>Fly the Plane</b> first. Always assume engine will not restart.
Power – 5000 – 5500	<b>Shut Down</b>	<b>Electrical Fire</b>
Pitch for airspeed	Power – Idle	Master – OFF
Trim – Relieve control pressure	Avionics – OFF	All switches – OFF
Temperatures – Monitor	Ignition – OFF (slowly)	Cabin heat – OFF
<b>Cruise</b>	Hobbs & tach – Record	Air vents – Open
Power – 4400 – 5000	Switches – OFF	Fire extinguisher – Use as req.
Trim – Relieve control pressure	<b>Tie Down/Secure</b>	Land – As soon as possible
Fuel pump – OFF	Chocks – Replace	<b>Engine Fire</b>
Temperatures and pressures – Monitor	Tie downs – Attach	Fuel selector - OFF
<b>Pre-maneuver</b>	Controls – Secure	Throttle – Full Open
<b>Perform prior to every maneuver. Memorize this checklist.</b>	Personal items & trash – Removed from aircraft	Fuel pump – OFF
<b>C.E.R.R.C.A.</b>	<b>V Speeds</b>	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	