

SKYHAWK – N353MV – CHECKLIST

Preflight Exterior		Hot Engine Start
Cockpit		
A.R.O.W. documents – On board Control lock – Out Pitot Tube Cover – OFF Fuel Selector – BOTH Fuel Shutoff – IN Master switch – ON PFD - ON Avionics Fans – ON (THEN OFF) Flaps – Fully extended Fuel gauge – Check level All lights – Check Pitot Heat – Check if necessary All switches – OFF	Right Gear Tire – Inflated, no bald spots Wheel chocks - Remove Brakes – No fluid leaks Brake pads – Thickness sufficient Gear leg – Good condition	Throttle – Cracked 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
Cowling		Pre-taxi/ Taxi
Prop blades – Good condition Alternator Belt – Good condition Air Intakes – Not blocked Cowlings – Secure Oil – Check Level (6 - 7qt) Exhaust – Secure/ No Cracks	Right Wing Flap – Down & secure Aileron – Free & secure Light fixture – Secure Wing tip – Undamaged Wing leading edge – Undamaged Tie down – Remove Fuel in tank – Sufficient for flight Cabin air vents – Not blocked Fuel – Test quality (5) 360° Walk around, tie downs and chocks/ Tow Bar	Flaps – UP (visually verify) Transponder – Alt 1200 GPS – ON • ATIS – Copy Altimeter – Set and verified Contact ground control Airport Diagram – OUT Brakes – Test Gyro Instruments – Check KSMO ATIS 119.15 KSMO Ground 121.90 KSMO Tower 120.10 SOCAL Approach 124.30 or 125.20
Nose Gear	Preflight Interior	Run-Up
Tire – Inflated, tread Cotter pins – Check Gear strut – Inflated Fuel – Test Quality (3)	Passenger Briefing Seatbelt use • Exit procedure Com use • Motion sickness Look for traffic Fire extinguisher use	Parking brake – Set Fuel selector – BOTH Trim – Set for takeoff MET System – Test Pilot Briefing Positive exchange of controls Plan for power loss on takeoff (see “Power Loss on Takeoff”) Route of flight (GPS Set)
Left Wing		Run-Up
Fuel in tank – Sufficient for flight Cabin air vents – Not blocked Pitot tube – Clear & secure Tie down – Remove Fuel vent – Clear Wing leading edge – Undamaged Wing tip – Undamaged Light fixture – Secure Aileron – Free & secure Flap – Down & secure Fuel – Test quality (5)	Alternate Static – Check Parking brake – Set Seat – Adjusted STBY BATT – Test (10 sec) STBY BATT – ARM Verify PFD – ON Engine Indicating Sys. Bus E Volts – 24 Min M Bus Volts – 1.5 or less BATTS Amps – Discharge Master – ON Beacon – ON If Night: Nav lights – ON Circuit breakers – IN Fuel selector – BOTH Insert key – Do not turn	Altimeters: <i>PFD (Baro) - Set</i> <i>Standby Alt. - Set</i> <i>KAP 140 AP - Set</i> Mixture – Best Power Power – 1800 RPM Magneto left – Check * Magneto right – Check * (*RPM Max drop 150/Max diff 50) Vacuum – Check Amps/ Volts – 28v Oil Temperature – Green Oil Pressure – Green Power – Idle check (575 - 625 rpm) Power – 900 RPM Mixture – Lean for taxi Throttle friction Transponder – Set COM/ NAV – Set Contact ground control
Left Gear		
Tire – Inflated, no bald spots Wheel chocks – Remove Brakes – No fluid leaks Brake pads – Thickness sufficient Gear leg – Good condition Static Port – Not Blocked	Cold Engine Start ONLY IF OIL TEMP NOT IN GREEN Mixture – RICH Throttle – Cracked Fuel pump – ON (3 - 5 gph) Fuel Pump – OFF Mixture – LEAN Check surroundings Shout – “CLEAR PROP!” Starter – Engage (Max 10 Seconds) Mixture – ENRICHEN Oil pressure – Green Amps - Check M & S Throttle – 900 RPM Mixture – Lean for taxi Avionics – ON Headset – Check	Holding Short Doors & Windows - Locked Flaps – Set for takeoff Trim for takeoff Fuel pump - OFF Contact tower (KSMO 120.10)
Empennage		
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		
Antennas		
Comm antennas – Secure Transponder antenna – Attached ELT antenna – Secure GPS antenna – Secure VOR antenna – Secure		

SKYHAWK – N353MV – CHECKLIST

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>Landing Light – ON Strobe Light – ON Check final – Clear Check runway – Clear Check doors & windows – Locked Fuel Selector – BOTH Mixture – RICH Engine Gauges – Green</p>	<p>Power – Set for decent rate Pitch – Constant airspeed Strobe Lights – ON Landing Light – ON -within 10 miles of an airport ATIS – Copy</p>	<p>Power Loss in Flight</p>
	<p>Go-Around</p>	<p>Power – Full Pitch for best climb (Vy) – 74 KTS Flaps – Retract to 20° immediately Then retract in stages</p>
<p>Power Loss on Takeoff</p>	<p>Announce – “Going around, 4TA”</p>	<p>Declare: Squawk – 7700 Mayday – 121.50 or current frequency Engine – Shutdown Fuel shutoff valve – OUT Mixture – Full Lean Ignition – OFF Flaps – As required Get Ready Seatbelts – Tighten Sunglasses, headset – Remove Passenger – Secure Master switch – OFF (Final)</p>
<p>On Ground</p>	<p>Pre-Landing</p>	<p>Warning: A, B, C much more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart.</p>
<p>Throttle – Idle Brakes – Apply Flaps – Up Aircraft – Stop Ignition – OFF</p>	<p>Fuel – BOTH Mixture – RICH Landing Light - ON Strobe Lights – ON Power – 1500 Pitch – To slow to Vfe – 110 Kts for 10° Flaps – As necessary Pitch for approach speed of 75 Kts Trim to relieve control pressures</p>	
<p>Below 800 Feet AGL</p>	<p>Clear of Runway</p>	
<p>Lower nose abruptly – Pitch 68 kts Fuel Selector – OFF Mixture – Cutoff Ignition – OFF Flaps – Full Master – OFF Land straight ahead Do not attempt to return to Runway</p>	<p>Trim – Set for takeoff Transponder – 1200 Flaps – Up (Set for takeoff if taxiing back) Mixture – LEAN for taxi Landing Light – OFF Taxi Lights – As required Strobe Lights – OFF Contact ground control</p>	
<p>Above 800 Feet AGL</p>		
<p>Note winds/ MSL altitude Land on runway or golf course</p>		
<p>Climb</p>	<p>Shut Down</p>	<p>Electrical Fire</p>
<p>Pitch for airspeed (75 - 85kts) Power – FULL Trim – Relieve control pressure Engine Instruments – Monitor Passing 3000MSL – Lean</p>	<p>Avionics – OFF Throttle – 1000RPM Mixture – Cutoff Mags – OFF • Key – OUT All Switches/ Master – OFF</p>	<p>Master – OFF All switches – OFF Cabin heat – OFF Air vents – Closed Fire Extinguisher – As required Land – As soon as practical</p>
<p>Cruise</p>		<p>Engine Fire</p>
<p>Power – 2200 – 2400 Trim – Relieve control pressure Temperatures and pressures – Monitor Mixture – As Required</p>	<p>Fuel – Left or Right Hobbs & Tach record</p>	<p>Fuel Shutoff Valve - OUT Throttle – Full Open Mixture – Full Lean Ignition – OFF, when engine stops Emergency descent Vne – Altitude and weather permitting</p>
<p>Pre-maneuver</p>	<p>V Speeds</p>	<p>Comm Failure</p>
<p><i>Perform prior to every maneuver. Memorize this checklist.</i></p> <p>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>	<p>Vso – 40 Vs1 – 48 Vr – Variable Vx – 62 Vy – 74 Vfe – 110 (10°) 85 (20° – 30°) Va – Low weight (1900 lbs) – 92 Va – Max weight (2550 lbs) – 105 Vno – Max cruise – 129 Vne – 163 Best glide (max weight) – 68</p>	<p>Troubleshoot Squawk – 7600 (If able) Proceed to nearest airport Enter pattern normally Look for light gun signals on final</p>