

**SKYHAWK – N5148V – CHECKLIST**

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

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<b>Taking the Active Runway</b> <i>The following items should be checked by memory every time pilots taxi onto a runway.</i> Landing Light – ON Strobe Light – ON Check final – Clear Check runway – Clear Check doors & windows – Locked Fuel Selector – BOTH Mixture – RICH Engine Gauges – Green	<b>Descent</b> Power – Set for decent rate Pitch – Constant airspeed Strobe Lights – ON Landing Light – ON -within 10 miles of an airport ATIS – Copy	<b>Emergency Procedures</b> <b>Power Loss in Flight</b> Airspeed – Best glide: 68 Kts Best Field – Choose, fly towards, plan approach (based on wind) Checklist – 7 Up: Fuel Selector – BOTH Fuel Shutoff – IN Mixture – As required Throttle – Cracked Fuel Pump – ON Master – ON Ignition – Attempt restart, if prop stopped / Cycle mags 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) Warning: A, B, C <b>much</b> more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart.
<b>Power Loss on Takeoff</b>	Announce – “Going around, 48V”	
<b>On Ground</b> Throttle – Idle Brakes – Apply Flaps – Up Aircraft – Stop Ignition – OFF <b>Below 800 Feet AGL</b> 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 <b>Above 800 Feet AGL</b> Note winds/ MSL altitude Land on runway or golf course	<b>Pre-Landing</b> 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	
	<b>Clear of Runway</b> 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	
<b>Climb</b> Pitch for airspeed (75 - 85kts) Power – FULL Trim – Relieve control pressure Engine Instruments – Monitor Passing 3000MSL – Lean	<b>Shut Down</b> Avionics – OFF Throttle – 1000RPM Mixture – Cutoff Mags – OFF • Key – OUT All Switches/ Master – OFF Fuel – Left or Right Hobbs & Tach record	<b>Electrical Fire</b> Master – OFF All switches – OFF Cabin heat – OFF Air vents – Closed Fire Extinguisher – As required Land – As soon as practical
<b>Cruise</b> Power – 2200 – 2400 Trim – Relieve control pressure Temperatures and pressures – Monitor Mixture – As Required H.I to Compass	<b>Tie Down/Secure</b> Chocks – Replace Tie downs – Attach Controls – Secure Pitot tube cover – ON	<b>Engine Fire</b> Fuel Shutoff Valve - OUT Throttle – Full Open Mixture – Full Lean Ignition – OFF, when engine stops Emergency descent Vne – Altitude and weather permitting
<b>Pre-maneuver</b> <b>Perform prior to every maneuver. Memorize this checklist.</b>  <b>C.E.R.R.C.A.</b> Clearing turn(s) Emergency landing area Radio – Announce position Reference point -Airspeed, heading, altitude Configure Aircraft – Appropriate for maneuver	<b>V Speeds</b> 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	<b>Comm Failure</b> Troubleshoot Squawk – 7600 (If able) Proceed to nearest airport Enter pattern normally Look for light gun signals on final