

SKYHAWK – N5322P – CHECKLIST

Preflight Exterior		Hot Engine Start
Cockpit	Antennas	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	Right Gear	Avionics – ON • Headset – Check
Fuel gauge – Check level	Tire – Inflated, no bald spots	Pre-taxi/ Taxi
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
Cowling	Right Wing	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
	Fuel in tank – Sufficient for flight	Run-Up
Nose Gear	Cabin air vents – Not blocked	Parking brake – Set
Tire – Inflated, tread	Fuel – Test quality (5)	Fuel selector- BOTH
Cotter pins – Check	360° Walk around, tie downs and	Trim – Set for takeoff
Gear strut – Inflated	chocks/ Tow Bar	Pilot Briefing
Fuel – Test Quality (3)		Positive exchange of controls
	Preflight Interior	Plan for power loss on takeoff
Left Wing	Passenger Briefing	(see “Power Loss on Takeoff”)
Fuel in tank – Sufficient for flight	Seatbelt use • Exit procedure	Route of flight (GPS Set)
Cabin air vents – Not blocked	Com use • Motion sickness	Run-Up
Pitot tube – Clear & secure	Look for traffic	Flight Controls – Free & Correct
Tie down – Remove	Fire extinguisher use	Annunciator Lights – Check
Fuel vent – Clear		Instruments – Check
Wing leading edge – Undamaged	Alternate Static – Check	Mixture – Best Power
Wing tip – Undamaged	Parking brake – Set	Power – 1800 RPM
Light fixture – Secure	Seat – Adjusted	Magneto left – Check *
Aileron – Free & secure	Master – ON	Magneto right – Check *
Flap – Down & secure	Beacon – ON	(*RPM Max drop 150/Max diff 50)
Fuel – Test quality (5)	If Night: Nav lights – ON	Vacuum – Check
	Circuit breakers – IN	Amps/ Volts – 28v
	Fuel selector – BOTH	Oil Temperature – Green
	Insert key – Do not turn	Oil Pressure – Green
	Cold Engine Start	Power – Idle check (575 - 625 rpm)
	ONLY IF OIL TEMP NOT IN GREEN	Power – 900 RPM
	Mixture – RICH	Mixture – Lean for taxi
	Throttle – Cracked	Throttle friction
	Fuel pump – ON (3 - 5 gph)	Transponder – Set
	Fuel Pump – OFF • Mixture – LEAN	Contact ground control
	Check surroundings	Holding Short
	Shout – “CLEAR PROP!”	Doors & Windows - Locked
	Starter – Engage (Max 10 Seconds)	Flaps – Set for takeoff
	Mixture – ENRICHEN	Trim for takeoff
	Oil pressure – Green	Fuel pump - OFF
	Throttle – 900 RPM	Contact tower (KSMO 120.10)
	Mixture – Lean for taxi	
	Avionics – ON • Headset – Check	

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Taking the Active Runway	Descent	Emergency Procedures
<i>The following items should be checked by memory every time pilots taxi onto a runway.</i>	Power – Set for descent rate	Power Loss in Flight
Landing Light – ON	Pitch – Constant airspeed	<u>A</u> irspeed – Best glide: 68 Kts
Strobe Light – ON	Strobe Lights – ON	<u>B</u> est Field – Choose, fly towards, plan approach (based on wind)
Check final – Clear	Landing Light – ON	<u>C</u> hecklist – 7 Up:
Check runway – Clear	-within 10 miles of an airport	Fuel Selector – BOTH
Check doors & windows – Locked	ATIS – Copy	Fuel Shutoff – IN
Fuel Selector – BOTH	Go-Around	Mixture – As required
Mixture – RICH	Power – Full	Throttle – Cracked
Engine Gauges – Green	Pitch for best climb (Vy) – 74 KTS	Fuel Pump – ON
Power Loss on Takeoff	Flaps – Retract to 20° immediately	Master – ON
On Ground	Then retract in stages	Ignition – Attempt restart, if prop stopped / Cycle mags
Throttle – Idle	Announce – “Going around, 22P”	<u>D</u> eclare:
Brakes – Apply	Pre-Landing	Squawk – 7700
Flaps – Up	Fuel – BOTH	Mayday – 121.50 or current frequency
Aircraft – Stop	Mixture – RICH	<u>E</u> ngine – Shutdown
Ignition – OFF	Landing Light - ON	Fuel shutoff valve – OUT
Below 800 Feet AGL	Strobe Lights – ON	Mixture – Full Lean
Lower nose abruptly – Pitch 68 kts	Power – 1500	Ignition – OFF
Fuel Selector – OFF	Pitch – To slow to Vfe	<u>F</u> laps – As required
Mixture – Cutoff	– 110 Kts for 10°	<u>G</u> et Ready
Ignition – OFF	Flaps – As necessary	Seatbelts – Tighten
Flaps – Full	Pitch for approach speed of 75 Kts	Sunglasses, headset – Remove
Master – OFF	Trim to relieve control pressures	Passenger – Secure
Land straight ahead	Clear of Runway	Master switch – OFF (Final)
Do not attempt to return to Runway	Trim – Set for takeoff	Warning: A, B, C much more important than D, E, F, G. Fly the Plane first.
Above 800 Feet AGL	Transponder – 1200	Always assume engine will not restart.
Note winds/ MSL altitude	Flaps – Up (Set for takeoff if taxiing back)	
Land on runway or golf course	Mixture – LEAN for taxi	
Climb	Landing Light – OFF	
Pitch for airspeed (75 - 85kts)	Taxi Lights – As required	
Power – FULL	Strobe Lights – OFF	
Trim – Relieve control pressure	Contact ground control	
Engine Instruments – Monitor	Shut Down	Electrical Fire
Passing 3000MSL – Lean	Avionics – OFF	Master – OFF
Cruise	Throttle – 1000RPM	All switches – OFF
Power – 2200 – 2400	Mixture – Cutoff	Cabin heat – OFF
Trim – Relieve control pressure	Mags – OFF • Key – OUT	Air vents – Closed
Temperatures and pressures – Monitor	Hobbs & Tach record	Fire Extinguisher – As required
Mixture – As Required	All Switches/ Master – OFF	Land – As soon as practical
H.I to Compass	Fuel – Left or Right	
Pre-maneuver	Tie Down/Secure	Engine Fire
<i>Perform prior to every maneuver. Memorize this checklist.</i>	Chocks – Replace	Fuel Shutoff Valve - OUT
C.E.R.R.C.A.	Tie downs – Attach	Throttle – Full Open
Clearing turn(s)	Controls – Secure	Mixture – Full Lean
Emergency landing area	Pitot tube cover – ON	Ignition – OFF, when engine stops
Radio – Announce position	V Speeds	Emergency descent Vne – Altitude and weather permitting
Reference point -Airspeed, heading, altitude	Vso – 40	Comm Failure
Configure Aircraft – Appropriate for maneuver	Vs1 – 48	Troubleshoot
	Vr – Variable	Squawk – 7600 (If able)
	Vx – 62	Proceed to nearest airport
	Vy – 74	Enter pattern normally
	Vfe – 110 (10°)	Look for light gun signals on final
	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	