



**SKYHAWK – N7348X – CHECKLIST**

| Taking the Active Runway   | Descent                            | Emergency Procedures   |
|--|------------------------------------|--|
| <b>The following items should be checked by memory every time pilots taxi onto a runway.</b> | MP/ RPMs – As desired              | <b>Power Loss in Flight</b>  |
| Landing Light – ON   | Pitch – Constant vertical speed    | <b>A</b> irspeed – Best glide: 80 Kts  |
| Strobe Light – ON  | Strobe Lights – ON                 | <b>B</b> est Field – Choose, fly towards, plan approach  |
| Check final – Clear  | Landing Light – ON                 | <b>C</b> hecklist – 7 Up:  |
| Check runway – Clear   | - within 10 miles of an airport    | Fuel Selector – BOTH   |
| Check doors & windows – Locked   | ATIS – Copy                        | Mixture – As required  |
| Fuel Selector – BOTH   | <b>Go-Around</b>                   | Prop – Full forward  |
| Mixture – RICH   | Power – Full                       | Throttle – Cracked   |
| Engine Gauges – Green  | Prop – Full forward                | Carb heat – ON   |
| <b>Power Loss on Takeoff</b>   | Carb Heat – OFF                    | Fuel Pump – ON   |
| <b>On Ground</b>   | Pitch for best climb (Vy) – 84 KTS | Master – ON  |
| Throttle – Idle  | Flaps – Retract to 20° immediately | Ignition – Attempt restart, if prop stopped / Cycle mags   |
| Brakes – Apply   | Pos. rate – Gear up                | <b>D</b> eclare:   |
| Flaps – Up   | Flaps – Up                         | Squawk – 7700  |
| Aircraft – Stop  | Announce – “Going around, 78D”     | Mayday – 121.50 or current frequency   |
| Ignition – OFF   | <b>Pre-Landing</b>                 | <b>E</b> ngine – Shutdown  |
| <b>Below 1000 Feet AGL</b>   | Fuel – BOTH                        | Fuel Selector – OFF  |
| Lower nose abruptly – Pitch 80 kts   | Cowl Flaps – As desired            | Mixture – Full Lean  |
| Fuel Selector – OFF  | Gear – Down & Verified             | Fuel Pump – OFF  |
| Mixture – Cutoff   | Mixture – RICH                     | Ignition – OFF   |
| Ignition – OFF   | Prop – Full forward                | <b>F</b> laps – As required  |
| Flaps – Full   | Power – 15"                        | <b>G</b> et Ready  |
| Master – OFF   | Landing Light – ON                 | Seatbelts – Tighten  |
| Land straight ahead  | Pitch – To slow to Vfe             | Sunglasses, headset – Remove   |
| Do not attempt to return to Runway   | Flaps – As necessary               | Passenger – Secure   |
| <b>Above 1000 Feet AGL</b>   | Pitch for approach speed of 80 Kts | Master switch – OFF  |
| Note winds/ MSL altitude   | Trim to relieve control pressures  | Warning: A, B, C <b>much</b> more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart. |
| Land on runway or golf course  | <b>Clear of Runway</b>             | <b>Electrical Fire</b>   |
| <b>Climb</b>   | Throttle – 900RPM                  | Gear – Down & Verified   |
| Pos. rate/ Neg. runway – Gear up   | Flaps – Up (Set for takeoff)       | Master – OFF   |
| Pitch for airspeed (90 - 100kts)   | Mixture – LEAN for taxi            | All switches – OFF   |
| Trim – Relieve control pressure  | Landing Light – OFF                | Cabin heat – OFF   |
| 1000 AGL – MP 23" / RPM 2400   | Taxi Lights – As required          | Air vents – Closed   |
| Passing 3000MSL – Lean   | Strobe Lights – OFF                | Fire Extinguisher – As required  |
| Engine Instruments – Monitor   | Contact ground control             | Land – As soon as practical  |
| Cowl Flaps – Open  | <b>Shut Down</b>                   | <b>Engine Fire</b>   |
| <b>Cruise</b>  | Avionics – OFF                     | Fuel Selector – OFF  |
| 22 MP/ 2300 RPMs OR As desired   | Throttle – 1000RPM                 | Throttle – Full Open   |
| Trim – Relieve control pressure  | Mixture – Cutoff                   | Mixture – Full Lean  |
| Temp. and pres. – Monitor  | Mags – OFF • Key – OUT             | Ignition – OFF, when engine stops  |
| <b>Check oil temp</b>  | All Switches/ Master – OFF         | Emergency descent Vne – Altitude permitting  |
| Cowl Flaps – As desired  | Fuel – Left or Right               | <b>Comm Failure</b>  |
| Mixture – As Required  | Hobbs & Tach record                | Squawk – 7600 (If able)  |
| <b>Pre-maneuver</b>  | <b>Tie Down/Secure</b>             | Proceed to nearest airport   |
| <b>Perform prior to every maneuver. Memorize this checklist.</b>                             | Chocks – Replace                   | Enter pattern normally   |
| <b>C.E.R.R.C.A.</b>  | Tie downs – Attach                 | Look for light gun signals on final  |
| Clearing turn(s)   | Controls – Secure                  |  |
| Emergency landing area   | Pitot tube cover – ON              |  |
| Radio – Announce position  | <b>V Speeds</b>                    |  |
| Reference point -Airspeed, heading, altitude   | Vso – 37                           |  |
| Configure Aircraft – Appropriate for maneuver  | Vs1 – 42                           |  |
|  | Vr – Variable                      |  |
|  | Vx – 64                            |  |
|  | Vy – 88                            |  |
|  | Vfe – 140 (10°)                    |  |
|  | 95 (20° – 30°)                     |  |
|  | Va – Low weight (2550 lbs) – 101   |  |
|  | Va – Max weight – 112              |  |
|  | Vno – Max cruise – 143             |  |
|  | Vlo – 182                          |  |
|  | Vle – 182                          |  |
|  | Vne – 182                          |  |
|  | Best glide (max weight) – 80       |  |