

**SKYHAWK – N796SP – 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	<b>Right Gear</b>	Mixture – Lean for taxi
Flaps – Fully extended	Tire – Inflated, no bald spots	Avionics – ON • Headset – Check
Fuel gauge – Check level	Wheel chocks - Remove	<b>Pre-taxi/ Taxi</b>
All lights – Check	Brakes – No fluid leaks	Flaps – UP (visually verify)
Pitot Heat – Check if necessary	Brake pads – Thickness sufficient	Transponder – Alt 1200
All switches – OFF	Gear leg – Good condition	GPS – ON • ATIS – Copy
<b>Cowling</b>	<b>Right Wing</b>	Altimeter – Set and verified
Prop blades – Good condition	Flap – Down & secure	Contact ground control
Alternator Belt – Good condition	Aileron – Free & secure	Brakes – Test
Air Intakes – Not blocked	Light fixture – Secure	Gyro Instruments – Check
Cowlings – Secure	Wing tip – Undamaged	
Oil – Check Level (6 - 7qt)	Wing leading edge – Undamaged	KSMO ATIS 119.15
<b>Nose Gear</b>	Tie down – Remove	KSMO Ground 121.90
Tire – Inflated, tread	Fuel in tank – Sufficient for flight	KSMO Tower 120.10
Cotter pins – Check	Cabin air vents – Not blocked	SOCAL Approach 124.30 or 125.20
Gear strut – Inflated	Fuel – Test quality (5)	<b>Run-Up</b>
Fuel – Test Quality (3)	360° Walk around, tie downs and chocks/ Tow Bar	Parking brake – Set
<b>Left Wing</b>	<b>Preflight Interior</b>	Fuel selector- BOTH
Fuel in tank – Sufficient for flight	<b>Passenger Briefing</b>	Trim – Set for takeoff
Cabin air vents – Not blocked	Seatbelt use • Exit procedure	<b>Pilot Briefing</b>
Pitot tube – Clear & secure	Com use • Motion sickness	Positive exchange of controls
Tie down – Remove	Look for traffic	Plan for power loss on takeoff
Fuel vent – Clear	Fire extinguisher use	(see “Power Loss on Takeoff”)
Wing leading edge – Undamaged		Route of flight (GPS Set)
Wing tip – Undamaged	Alternate Static – Check	<b>Run-Up</b>
Light fixture – Secure	Parking brake – Set	Flight Controls – Free & Correct
Aileron – Free & secure	Seat – Adjusted	Annunciator Lights – Check
Flap – Down & secure	Master – ON	Instruments – Check
Fuel – Test quality (5)	Beacon – ON	Mixture – Best Power
<b>Left Gear</b>	If Night: Nav lights – ON	Power – 1800 RPM
Tire – Inflated, no bald spots	Circuit breakers – IN	Magneto left – Check *
Wheel chocks – Remove	Fuel selector – BOTH	Magneto right – Check *
Brakes – No fluid leaks	Insert key – Do not turn	(*RPM Max drop 150/Max diff 50)
Brake pads – Thickness sufficient	<b>Cold Engine Start</b>	Vacuum – Check
Gear leg – Good condition	<b>ONLY IF OIL TEMP NOT IN GREEN</b>	Amps/ Volts – 28v
Static Port – Not Blocked	Mixture – RICH	Oil Temperature – Green
<b>Empennage</b>	Throttle – Cracked	Oil Pressure – Green
Baggage Door – Locked	Fuel pump – ON (3 - 5 gph)	Power – Idle check (575 - 625 rpm)
Vertical stabilizer – Undamaged	Fuel Pump – OFF • Mixture – LEAN	Power – 900 RPM
Horizontal stabilizer – Undamaged	Check surroundings	Mixture – Lean for taxi
Elevator – Free and secure	Shout – “CLEAR PROP!”	Throttle friction
Rudder cables – Good condition	Starter – Engage (Max 10 Seconds)	Transponder – Set
Trim tab – Cotter pin secure	Mixture – ENRICHEN	Contact ground control
Tie-down – Remove	Oil pressure – Green	<b>Holding Short</b>
	Throttle – 900 RPM	Doors & Windows - Locked
	Mixture – Lean for taxi	Flaps – Set for takeoff
	Avionics – ON • Headset – Check	Trim for takeoff
		Fuel pump - OFF
		Contact tower (KSMO 120.10)

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<b>Taking the Active Runway</b>	<b>Descent</b>	<b>Emergency Procedures</b>
<i>The following items should be checked by memory every time pilots taxi onto a runway.</i>	Power – Set for decent rate	<b>Power Loss in Flight</b>
Landing Light – ON	Pitch – Constant airspeed	<b>A</b> irspeed – Best glide: 68 Kts
Strobe Light – ON	Strobe Lights – ON	<b>B</b> est Field – Choose, fly towards, plan approach (based on wind)
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	Fuel Shutoff – IN
Fuel Selector – BOTH	<b>Go-Around</b>	Mixture – As required
Mixture – RICH	Power – Full	Throttle – Cracked
Engine Gauges – Green	Pitch for best climb (Vy) – 74 KTS	Fuel Pump – ON
<b>Power Loss on Takeoff</b>	Flaps – Retract to 20° immediately	Master – ON
<b>On Ground</b>	Then retract in stages	Ignition – Attempt restart, if prop stopped / Cycle mags
Throttle – Idle	Announce – “Going around, 6SP”	<b>D</b> eclare:
Brakes – Apply	<b>Pre-Landing</b>	Squawk – 7700
Flaps – Up	Fuel – BOTH	Mayday – 121.50 or current frequency
Aircraft – Stop	Mixture – RICH	<b>E</b> ngine – Shutdown
Ignition – OFF	Landing Light - ON	Fuel shutoff valve – OUT
<b>Below 800 Feet AGL</b>	Strobe Lights – ON	Mixture – Full Lean
Lower nose abruptly – Pitch 68 kts	Power – 1500	Ignition – OFF
Fuel Selector – OFF	Pitch – To slow to Vfe	<b>F</b> laps – As required
Mixture – Cutoff	– 110 Kts for 10°	<b>G</b> 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	<b>Clear of Runway</b>	Master switch – OFF (Final)
Do not attempt to return to Runway	Trim – Set for takeoff	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>Above 800 Feet AGL</b>	Transponder – 1200	
Note winds/ MSL altitude	Flaps – Up (Set for takeoff if taxiing back)	<b>Electrical Fire</b>
Land on runway or golf course	Mixture – LEAN for taxi	Master – OFF
<b>Climb</b>	Landing Light – OFF	All switches – OFF
Pitch for airspeed (75 - 85kts)	Taxi Lights – As required	Cabin heat – OFF
Power – FULL	Strobe Lights – OFF	Air vents – Closed
Trim – Relieve control pressure	Contact ground control	Fire Extinguisher – As required
Engine Instruments – Monitor	<b>Shut Down</b>	Land – As soon as practical
Passing 3000MSL – Lean	Avionics – OFF	
<b>Cruise</b>	Throttle – 1000RPM	<b>Engine Fire</b>
Power – 2200 – 2400	Mixture – Cutoff	Fuel Shutoff Valve - OUT
Trim – Relieve control pressure	Mags – OFF • Key – OUT	Throttle – Full Open
Temperatures and pressures – Monitor	All Switches/ Master – OFF	Mixture – Full Lean
Mixture – As Required	Fuel – Left or Right	Ignition – OFF, when engine stops
H.I to Compass	Hobbs & Tach record	Emergency descent Vne – Altitude and weather permitting
<b>Pre-maneuver</b>	<b>Tie Down/Secure</b>	<b>Comm Failure</b>
<i>Perform prior to every maneuver. Memorize this checklist.</i>	Chocks – Replace	Troubleshoot
<b>C.E.R.R.C.A.</b>	Tie downs – Attach	Squawk – 7600 (If able)
Clearing turn(s)	Controls – Secure	Proceed to nearest airport
Emergency landing area	Pitot tube cover – ON	Enter pattern normally
Radio – Announce position	<b>V Speeds</b>	Look for light gun signals on final
Reference point -Airspeed, heading, altitude	Vso – 40	
Configure Aircraft – Appropriate for maneuver	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	