

Preflight Exterior	Antennas	Hot Engine Start
<b>Cockpit</b> A.R.O.W. documents – On board Control lock – Out Pitot Tube Cover – OFF Fuel Selector – BOTH Fuel Shutoff – IN Master switch – ON Avionics Fan – ON Flaps – Fully extended Fuel gauge – Check level All lights – Check Pitot Heat – Check if necessary All switches – OFF	Comm antennas – Secure Transponder antenna – Attached ELT antenna – Secure GPS antenna – Secure VOR antenna – Secure  <b>Right Gear</b> 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
<b>Cowling</b> Prop blades – Good condition Alternator Belt – Good condition Air Intakes – Not blocked Cowlings – Secure Oil – Check Level (6 - 7qt)	<b>Right Wing</b> 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	<b>Pre-taxi/ Taxi</b>
<b>Nose Gear</b> Tire – Inflated, tread Cotter pins – Check Gear strut – Inflated Fuel – Test Quality (3)	<b>Preflight Interior</b> <b>Passenger Briefing</b> Seatbelt use • Exit procedure Com use • Motion sickness Look for traffic Fire extinguisher use  Alternate Static – Check Parking brake – Set Seat – Adjusted Master – ON Beacon – ON If Night: Nav lights – ON Circuit breakers – IN Fuel selector – BOTH Insert key – Do not turn	Flaps – UP (visually verify) Transponder – Alt 1200 GPS – ON • ATIS – Copy Altimeter – Set and verified Contact ground control Brakes – Test Gyro Instruments – Check  KSMO ATIS                   119.15 KSMO Ground               121.90 KSMO Tower                 120.10 SOCAL Approach 124.30 or 125.20
<b>Left Wing</b> 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)	<b>Cold Engine Start</b> <b>ONLY IF OIL TEMP NOT IN GREEN</b> 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 Throttle – 900 RPM Mixture – Lean for taxi Avionics – ON • Headset – Check	<b>Run-Up</b>
<b>Left Gear</b> Tire – Inflated, no bald spots Wheel chocks – Remove Brakes – No fluid leaks Brake pads – Thickness sufficient Gear leg – Good condition Static Port – Not Blocked		Parking brake – Set Fuel selector- BOTH Trim – Set for takeoff <b>Pilot Briefing</b> Positive exchange of controls Plan for power loss on takeoff (see “Power Loss on Takeoff”) Route of flight (GPS Set)  <b>Run-Up</b> Flight Controls – Free & Correct Annunciator Lights – Check Instruments – Check 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 Contact ground control
<b>Empennage</b> 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		<b>Holding Short</b>
		Doors & Windows - Locked Flaps – Set for takeoff Trim for takeoff Fuel pump - OFF Contact tower (KSMO 120.10)

**SKYHAWK – N974TA – 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 &amp; 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><b>Power Loss in Flight</b></p>
	<p><b>Go-Around</b></p>	<p>Power – Full Pitch for best climb (Vy) – 74 KTS Flaps – Retract to 20° immediately Then retract in stages</p>
<p><b>Power Loss on Takeoff</b></p>	<p><b>Pre-Landing</b></p>	<p><b>D</b>eclare: Squawk – 7700 Mayday – 121.50 or current frequency <b>E</b>ngine – Shutdown Fuel shutoff valve – OUT Mixture – Full Lean Ignition – OFF <b>F</b>laps – As required <b>G</b>et Ready Seatbelts – Tighten Sunglasses, headset – Remove Passenger – Secure Master switch – OFF (Final)</p>
<p><b>On Ground</b></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>Warning: A, B, C <b>much</b> more important than D, E, F, G. Fly the Plane first. Always assume engine will not restart.</p>
<p><b>Below 800 Feet AGL</b></p>	<p><b>Clear of Runway</b></p>	<p><b>Electrical Fire</b></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>Master – OFF All switches – OFF Cabin heat – OFF Air vents – Closed Fire Extinguisher – As required Land – As soon as practical</p>
<p><b>Above 800 Feet AGL</b></p>	<p><b>Shut Down</b></p>	<p><b>Engine Fire</b></p>
<p>Note winds/ MSL altitude Land on runway or golf course</p>	<p>Avionics – OFF Throttle – 1000RPM Mixture – Cutoff Mags – OFF • Key – OUT All Switches/ Master – OFF Fuel – Left or Right Hobbs &amp; 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><b>Climb</b></p>	<p><b>Tie Down/Secure</b></p>	<p><b>Comm Failure</b></p>
<p>Pitch for airspeed (75 - 85kts) Power – FULL Trim – Relieve control pressure Engine Instruments – Monitor Passing 3000MSL – Lean</p>	<p>Chocks – Replace Tie downs – Attach Controls – Secure Pitot tube cover – ON</p>	<p>Troubleshoot Squawk – 7600 (If able) Proceed to nearest airport Enter pattern normally Look for light gun signals on final</p>
<p><b>Cruise</b></p>	<p><b>V Speeds</b></p>	
<p>Power – 2200 – 2400 Trim – Relieve control pressure Temperatures and pressures – Monitor Mixture – As Required H.I to Compass</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><b>Pre-maneuver</b></p>		
<p><i>Perform prior to every maneuver. Memorize this checklist.</i></p> <p><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</p>		