

Sportcruiser – CHECKLIST		
Preflight Exterior	Right Gear	Hot Engine Start
<p><b>Cockpit</b>  A.R.O.W. documents – On board  Controls- FREE  Key- Out, Center Console  Master switch – ON  Instrument switch- ON  Flaps –Fully extended, Visually Verify  Fuel gauge – Check levels  Strobes- ON, Check  <i>If Night</i>- Check Nav &amp; Landing Light  All Switches- OFF, Right to Left  Canopy- Closed</p> <p><b>Left Gear</b>  Tire- Inflated, no bald spots  Brakes- No fluid leaks  Brake pads- Thickness Sufficient  Gear Leg- Good condition, no cracks</p> <p><b>Left Wing</b>  Flap- Down &amp; secure  Aileron- Free &amp; secure  Wing tip- Undamaged  Light fixture- secure  Tie down- Remove  Fuel vent- Clear  Pitot-Static tube- Clear &amp; secure  Wing leading edge- Undamaged  Fuel in Tank- Sufficient for Flight  Fuel- Test quality</p> <p><b>Cowling</b>  Cowlings- Secure  Oil Cap- Remove  Prop Blades- Good condition  Prop-Turn counterclockwise to burp  Oil Level- Check  Oil Cap- Replace, close access door  Air Intakes- Not blocked  Radiator- Undamaged, no leaks  Oil Cooler- Undamaged, no leaks  Gascollator- Check fuel quality</p> <p><b>Nose Gear</b>  Tire- Inflated, sufficient tread  Cotter pins- Secure  Gear Leg- good condition, no cracks  Gas Collator- Check fuel quality</p> <p><b>Right Wing</b>  Fuel- Check quality  Fuel in tank- Sufficient for flight  Wing Leading Edge- Undamaged  Fuel vent- Clear  Tie down- Remove  Light fixture- Secure  Wing tip- Undamaged  Aileron- Free &amp; Correct  Trim tab- Cotter pin secure  Flap- Down and Secure</p>	<p>Tire – Inflated, No bald spots  Brakes- No fluid leaks  Brake pads- Thickness Sufficient  Gear Leg- Good condition, no cracks</p> <p><b>Antennas</b>  Comm antenna- Secure  Transponder antenna- Secure  ELT antenna- Secure  <i>If equipped:</i>  VOR antenna- Secure</p> <p><b>Empennage</b>  Vertical Stabilizer- Undamaged  Horizontal Stabilizer- Undamaged  Elevator- Free &amp; secure  Trim Tab- Cotter pin secure  Rudder- free movement  Tie-down- Remove</p> <p><b>360° Walk Around</b>  Tie downs- Removed  Nose wheel chock- Removed  Airplane- Position for Start  Nose wheel- Straight</p> <p><b>Preflight Interior</b>  <b>Passenger Briefing</b>  Seatbelt use • Exit procedure  Com use • Motion sickness  Look for traffic • LSA waiver  Fire extinguisher use</p> <p>Rudder Pedals- Adjusted  Parking brake – Set, Pumped  Master – ON  Instruments- On  Strobes- On • <i>If night:</i> Nav lights- On  Circuit breakers – IN  Carb Heat- OFF  Fuel selector – L or R (Fullest Tank)  Hobbs &amp; Tach- Reference  Insert key – DO NOT TURN</p> <p><b>Cold Engine Start</b>  <b>IF OIL TEMP BELOW 90° F</b>  Throttle- Idle  Fuel Pump- On  Check Surroundings  Shout – “CLEAR PROP!”  Choke- On  Brakes- Engaged  Starter – Engage (<i>Max 5 Sec.</i>)  Choke- OFF  Oil pressure – Green  Throttle – 2000 RPM  Avionics – ON  Headset – Check</p>	<p>Throttle – Idle  Fuel Pump- ON  Check Surroundings  Shout- "CLEAR PROP!"  Brakes- Engaged  Starter- Engage ( <i>Max 5 seconds</i>)  Oil pressure – Green  Throttle – 2000 RPM  Avionics- ON  Headset – Check</p> <p><b>Pre-Taxi</b>  Flaps – Set for takeoff, 10°  Transponder – ALT 1200  GPS – ON  ATIS- Copy, 119.15  Altimeter – Set, altitude verified  Brakes- Test  Contact Ground- 121.90</p> <p>KSMO ATIS.....119.15  KSMO Ground.....121.90  KSMO Tower.....120.10  SOCAL.....125.20 or 124.60</p> <p><b>Run-Up</b>  Face into the wind  Parking Brake- Set &amp; Pumped  Pitch Trim- Set  Roll Trim- Tab neutral with aileron  <b>Pilot Briefing</b>  Positive exchange of controls  Plan for power loss on takeoff  Route of flight (GPS Set)</p> <p><b>Run-Up</b>  Stick &amp; Rudder- Box Check  Canopy- Both sides locked, push test  Oil Temperature- Above 121° F  Brakes- Engaged  Power- 4,000 RPM  Ignition Left- Check*  Ignition Right- Check*  <b>(*RPM Max drop 300/Max diff 115)</b>  Carb Heat- On, check slight drop, off  Fuel pump- OFF 5 seconds then ON  (monitor fuel pressure)  Volts- 12 to 14 V  Temps &amp; Pressures- All green  Power- Idle then 2,000 RPM  Transponder – Set  Contact ground control- 121.90</p> <p><b>Holding Short</b>  Canopy- Both sides locked, push test  Flaps – Set for takeoff, 10°  Trim - Set for takeoff  Fuel pump - Verify ON  <b>Monitor CHTs</b>  <b>Warning: Take-off prohibited if CHTs temperature reach 230° F</b>  Contact tower (KSMO 120.10)</p>

Sportcruiser CHECKLIST		
<b>Taking the Active Runway</b>	<b>Descent</b>	<b>Emergency Procedures</b>
<p><i>The following items should be done by memory every time pilots taxi onto a runway.</i></p> <p>Landing Light – ON Strobe Light – ON Fuel Pump- ON Carb Heat- OFF Flaps- Set for takeoff, 10° Canopy – Locked, push test Runway &amp; Final- CLEAR Engine Gauges – Green</p>	<p>Power – Set for descent rate Pitch – Constant airspeed Carb Heat- On Landing Light – ON -within 10 miles of an airport ATIS – Copy</p>	<b>Power Loss in Flight</b>
	<b>Go-Around</b>	<p>Power – Full Pitch for best climb (Vy) – 65 KTS Flaps – Retract to 20° immediately, Then retract in stages</p>
<b>Power Loss on Takeoff</b>	Announce – “Going around”	<b>Declare:</b>
<b>On Ground</b>	<b>Pre-Landing</b>	Squawk – 7700 IDENT Mayday – 121.50 or current frequency
<p>Throttle – Idle Brakes – Apply Aircraft – Stop Ignition – OFF</p> <p><b>Below 500 feet + elevation</b> Lower nose abruptly - Pitch 60kts *FLY AIRPLANE*</p> <p>Fuel Pump- OFF Fuel Selector- OFF Ignition – OFF Flaps – Full Master – OFF Land straight ahead <u>Do not</u> attempt to return to Runway</p> <p><b>Above 500 feet + elevation</b> Note winds/ MSL altitude Land on runway or ahead+secure^</p>	<p>Landing Light – ON Fuel Pump – ON Carb Heat – ON Power – 3,500 RPM Pitch – To slow to Vfe- 75 KTS Flaps – As necessary Pitch for approach speed - 60 KTS Trim to relieve control pressures</p>	<b>Engine – Shutdown</b>
	<b>Clear of Runway</b>	Fuel selector- OFF Fuel Pump- OFF Ignition – OFF
	<p>Carb Heat- OFF Flaps- Up (Set to 10° if taxiing back for takeoff) Landing Light – OFF Transponder- ALT 1200 Contact Ground- 121.90 (Accomplish above^ in &lt;1 min)</p>	<b>Flaps – As required</b>
	<b>Shut Down</b>	<b>Get Ready</b>
	<p>Power- Idle Avionics- OFF Fuel Pump- OFF Ignition- OFF (Slowly) Key- remove from ignition Hobbs &amp; Tach- Record Switches- OFF (leave nav lights on)</p>	<p>Seatbelts – Tighten Sunglasses, headset – Remove Passenger – Secure Canopy- Unlatched (<i>prior to touchdown</i>) Master switch – OFF (<b>Final</b>) 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>
	<b>Climb</b>	<b>Electrical Fire</b>
<p>Pitch for airspeed- 65 KTS (Vy) Flaps- Up (above obstacles) Power- FULL</p> <p><b>Above 1,000ft A.G.L.- Cruise Climb</b> pitch for airspeed- 80KTS Power- 5,000 to 5,200 RPM</p>	<p>Power- Idle Avionics- OFF Fuel Pump- OFF Ignition- OFF (Slowly) Key- remove from ignition Hobbs &amp; Tach- Record Switches- OFF (leave nav lights on)</p> <p><b>Master Switch- OFF</b></p>	<p>Master – OFF All switches – OFF Cabin heat – OFF Air vents – Open Fire Extinguisher – As required Land – As soon as practical Cabin – Ventilate</p>
<b>Cruise</b>	<b>Tie Down/Secure</b>	<b>Engine Fire</b>
<p>Power – 5,000 to 5,200 RPM Trim – Relieve control pressure Temperatures and pressures – Monitor Fuel Pump- OFF (leave ON if vapor lock is likely or hot outside)</p>	<p>Chock- Nose wheel Tie downs- Attach Controls- Secure Master Switch- OFF <i>*Personal items &amp; trash need to be removed or else subject to cleaning fee as stated in rental agreement</i></p>	<p>Fuel Selector- OFF Throttle- Full Open Fuel Pump- OFF Ignition – OFF, when engine stops (takes 30 sec to purge carbs) Emergency descent Vne – Altitude and weather permitting Fire Extinguisher – As required</p>
<b>Pre-maneuver</b>	<b>V Speeds</b>	<b>Comm Failure</b>
<p><b>Performed prior to every maneuver. Memorize this checklist.</b> <b>C.E.R.R.C.A.</b></p> <p>Clearing turn(s) Emergency landing area Radio- Announce position (<i>^CTAF only</i>) Reference point- Landmark identify+ note heading, altitude Configure Aircraft – 80kts/Va or as appropriate for maneuver</p>	<p>Vso – 32kts Vs1 – 38kts Vr – 50kts Vx – 55kts Vy – 65kts Vfe – 75kts Va – Low weight - 80kts Va – Max weight - 88kts Vno – Max cruise – 108kts Vne – 138kts Best glide (max weight) - 60kts</p>	<p>Troubleshoot Squawk – 7600 (If able) Proceed to nearest suitable airport Enter pattern normally Look for light gun signals stdy green on final=cleared to land</p>