

<h1>SportCruiser</h1>	Taxi Transponder: On Radio Call Altimeter: Set Control Stick: Wind Correction Brakes: Test Oil Temp: 120 Min for Take-off RPM : as needed	GO AROUND Throttle: Full open Establish 65 kts Climb Positive rate of Climb Flaps Up Climb 75 kts	5,500 rpm – 6.1 gph – 112 kts – 4:55 5,300 rpm – 5.6 gph – 106 kts – 5:23 5,000 rpm – 4.9 gph – 97 kts – 6:06 4,800 rpm – 4.4 gph – 92 kts – 6:51
Preflight (Inside cockpit) Ignition Off Master- Instruments: On Pitch-roll trim: Check Flaps: Test Exterior lights check Fuel Quantity site gauges Fuel Pump: Check On – Off Master off Fuel Selector: On fullest Tank Stick: free and correct Rudder: free and correct Documents: Airworthiness, Registration, Flight Manual, W&B, LSA waiver Circuit Breakers: Check Canopy: Clean – Check	Engine Run-Up Brakes: Secure On Throttle RPM: 4,000 Ignition Left – Right: 300rpm Max 120 rpm differential Throttle: Idle Engine Instruments: Green	Shut Down Avionics: Off Instruments Switch: Off Lights: Off Ignition: Off Master: Off	4,500 rpm – 3.7 gph – 83 kts – 8:04 4,200 rpm – 3.1 gph – 75 kts – 9:49
Exterior Engine Cowling Condition Engine Oil: Check, burp tank Engine Coolant: Check Engine Mount: Secure Hoses & Connections: Check Cowling: Closed & Secure Propeller: Check Nose Gear & Wheel/Tire: Check Main Gear & Wheels/Tires: Check Left Wing, Fuel/Sump & Aileron: Check Right Wing, Fuel/Sump & Aileron: Check Pitot Tube: Check Static Port: Check Empennage: Check – Secure	Before Take Off Seat belts: On Transponder: On Alt Trim: Check Neutral Flaps: 10° Canopy: Down & Locked Fuel Pump: On Radio Call Engine Gauges: Green	Securing the plane Verify Ignitions both OFF Verify Master OFF Chocks Tie-down Secure airplane	Maximum bank angle 60° Stalls Lazy eights Chandelles
Engine Start Seat Belts: On Secure Brakes: Fully applied Throttle: Idle Choke: Full On Master Switch: On Fuel Pump: On Ignition Switch: Clear, Start Choke: Off Engine Instruments: Check Fuel Pump: Off RPM: 2,500 max – 1,500 min Avionics Switch: On Instruments: Check Other Switches: On as necessary Hot Engine Start – No Choke	Take Off Full Power 4,900 min rpm on Take-Off Maintain Runway Center-line Rotate 40 kts Lift Off 45 kts Climb 65 to 75 kts 200' Flaps Up 800' Fuel Pump: Off	Engine Failure Best glide speed 65 kts Choose landing site Check fuel quantity Check ignition switches Check Fuel Selector Check Throttle	Intentional Spins and Aerobatics Prohibited Oil: AeroShell Sport Plus 4
	Cruise Power setting 5,500 Max Engine Gauges: Green Oil temp : Check Recommended Power settings for Cruise 4,800 to 5,200 Avoid 4,000 rpm cruise	Engine Fire Fuel Cutoff: Off Master Switch: OFF Ignition Switches: both OFF	Coolant: Dex-Cool 50/50
	Descent and Landing Fuel Pump: On Fuel Selector: Fullest Tank Down Wind 4,000 rpm 80 kts Abeam Numbers 3,000 rpm White Arc Flaps 10 - 20° Pitch 65 kts Final Full Flaps 60 kts	V Speeds V _{SO} 28 kts V _{S1} 32 kts V _X 65 kts V _Y 70 kts V _a 86 kts V _{fe} 75 kts V _{no} 108 kts V _{ne} 138 kts Best glide 65 kts Max Crosswind 12 kts Max Headwind 20 kts	Fuel: Auto Premium max 10% Ethanol Avgas 100LL