

<h1>SportCruiser</h1>
<b>Preflight (Inside cockpit)</b>
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
<b>Exterior</b>
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
<b>Engine Start</b>
Seat Belts: On Secure Brakes: Fully applied Fuel Selector: On Left or Right Throttle: Idle Choke: Full On Master Switch: On Fuel Pump: On Ignition Switch: Clear, Start Choke: Off gradually Engine Instruments: Check Fuel Pump: Off Throttle: 2,500 max rpm, 1,500 min Avionics Switch: On Instruments: Check Other Switches: On as necessary

<b>Taxi</b>
Canopy: Down & Locked Transponder: On Altimeter: Set Radio Call Fuel Tank Selection: Confirm Brakes: Test Control Stick: Wind Correction RPM: as needed 1,500 min
<b>Engine Run-Up</b>
Brakes: Secure On Throttle RPM: 4,000 Ignition Left – Right: 300rpm Max Carb Heat: Check Throttle: Idle Oil Temp: 120 <sup>0</sup> Min for Take-off
<b>Before Take Off</b>
Seat belts: On Transponder: On Alt Trim: Check Neutral Flaps: 10 <sup>0</sup> Canopy: Down & Locked Fuel Pump: On Radio Call Engine Gauges: Green
<b>Take Off</b>
Full Power 4,900 min rpm on Take-Off roll Maintain Runway Center-line Rotate 35 kts Lift Off 45 kts Climb 65 kts 200' Flaps: Up 800' Fuel Pump: Off
<b>Cruise</b>
Power setting: 5,500 Max Engine Gauges: Green Oil temp: Check Recommended Power settings for Cruise 4,800 to 5,200
<b>Descent and Landing</b>
Fuel Pump: On Fuel Selector: Fullest Tank Down Wind 4,000 rpm 80 kts Abeam Numbers 3,000 rpm White Arc Flaps 10 - 20 <sup>0</sup> Pitch 60 kts Final Full Flaps 60 kts

<b>GO AROUND</b>
Throttle: Full open Establish 65 kts Climb Positive Rate of Climb Flaps: Up Climb: 70 kts
<b>Shut Down</b>
Avionics: Off Instruments Switch: Off Lights: Off Ignition: Off Master: Off
<b>Securing the plane</b>
Verify Ignition: Both OFF Verify Master OFF Chocks Tie-down Secure airplane
<b>Engine Failure</b>
Best glide speed 60 kts Choose landing site Check fuel quantity Check ignition switches Check Fuel Selector Check Throttle
<b>Engine Fire</b>
Fuel Cutoff: Off Master Switch: OFF Ignition Switches: both OFF
<b>V Speeds</b>
V <sub>SO</sub> 32 kts
V <sub>SI</sub> 39 kts
V <sub>X</sub> 60 kts
V <sub>Y</sub> 65 kts
V <sub>A</sub> 88 kts
V <sub>FE</sub> 75 kts
V <sub>NO</sub> 108 kts
V <sub>NE</sub> 138 kts
<b>Best Glide 60 kts</b>
Max Crosswind 12 kts
Max Headwind 24 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  
 4,500 rpm – 3.7 gph – 83 kts – 8:04  
 4,200 rpm – 3.1 gph – 75 kts – 9:49

Maximum bank angle 60<sup>0</sup>  
 Stalls  
 Lazy eights  
 Chandelles  
 Intentional Spins and Aerobatics Prohibited  
 Oil: AeroShell Sport Plus 4  
 Coolant: Dex-Cool 50/50  
 Fuel: Auto Premium max 10% Ethanol  
 Avgas 100LL

**ICAO Aircraft Designator**

**CRUZ**