AIRCRAFT CHECKOUT FORM

2409 Rickenbacker Way
Auburn, CA 95602
(530) 889-2000
www.mach5aviation.com

Date Completed: _____

Grade: _____ (Corrected to 100%)

Aircraft N#: _____

Aircraft Make/Model: _____

"I have received adequate training to operate the aircraft competently and safely."

Pilot Name: _____

Pilot License #: _____

"The pilot/student pilot named above has demonstrated adequate knowledge and capabilities to operate the aircraft competently and safely."

CFI: _____ (NAME) _____ (SIGNATURE) _____ (LICENSE #) _____ (DATE)

Engine Information

- Make/Model: _____
- Max Horsepower: _____
- Max RPM: _____
- Ground Check RPM (Full): _____
- Ground Check RPM (Idle): _____
- Min (Idle) Oil Pressure: _____
- Total Fuel (gal): _____
- Useable Fuel (gal): _____
- Fuel Grade(s): _____
- Oil Capacity: _____
- Min. Oil Quantity: _____
- Oil Type: _____
- Max Magneto Drop: _____
- Max Magneto Difference: _____
- Battery Voltage: _____
- Alternator Amp/Voltage: _____

Airspeeds Max Gross Wt. (KIAS)

- Rotate (Vr): _____
- Best Angle Climb (Vx): _____
- Best Rate Climb (Vy): _____
- Best Glide (Flaps Up): _____
- Engine Failure After T/O: _____
- Max Demonstrated X-wind: _____
- Flaps Extended T/O (Vfe): _____
- Flaps Extended LDG (Vfe): _____
- Stall Speed Landing (Vso): _____
- Stall Speed Normal (Vs1): _____
- Maneuvering Speed (Va): _____
- Normal Approach w/Flaps: _____
- Normal Approach w/o Flaps: _____
- Max Cruise (Vno): _____
- Never Exceed (Vne): _____
- Max Window Open: _____
- Minimum Go-Around Speed: _____

Limitations

1. What category is this airplane?

a. _____

2. What is the significance of the Utility Category (if applicable)?

a. _____

_____

3. What are the maneuvering load factors?

a. _____

4. What is the maximum permissible difference between the right and left fuel tanks (in gallons)?

a. _____

Emergency Procedures

1. If you lose an engine just after takeoff, what is the first course of action you should do?

a. _____

_____

2. While attempting to start the engine, you notice smoke and flames around the cowl and in front of the aircraft. What do you do?

a. _____

_____

3. What is/are the indications of CO in the cockpit and what actions do you take?

a. _____

_____

4. How will an engine driven and/or electrical fuel pump failure be indicated and how do you respond?

a. _____

_____

5. In cruise at 7000 feet, your engine begins to run very roughly. What do you do?

a. _____

_____

6. What is the procedure if the alternator fails?

a. _____

_____

7. If use of alternate static becomes necessary, what position should vents and windows be placed in? What effect will this have on the instruments?

a. _____

_____

Normal Procedures

1. How long after engine starting do you need to see the oil pressure indicate in the normal range (green sector)?

a. _____

_____

2. What are the indications of over-priming or flooding? What can be done clear the excess fuel?

a. _____

_____

3. What is the flap setting for all takeoffs?

a. _____

4. When would you normally retract the flaps after takeoff?

a. _____

_____

5. What would be the indications of carburetor ice in this aircraft?

a. _____

6. What is the mixture leaning procedure?

a. _____

_____

7. What precautions should you take on the ground during hot weather operations?

a. _____

_____

_____

8. Where do you ground the aircraft for refueling?

a. _____

_____

Performance

1. Compute weight & balance, takeoff distance and climb rate given: Full fuel, 20º C, 6000ft density altitude, two 200lb people?

a. _____

_____

Airplane Systems and Descriptions

2. What quantity will the electric fuel gauges indicate if the airplane is fully fueled? (DA-40: Explain why some fuel is not indicated).

a. _____

_____

3. How many fuel vents are there, and where are they located?

a. _____

_____

4. Briefly describe the engine controls and their use.

a. _____

_____

5. How is steering on the ground accomplished?

a. _____

_____

6. How does the Primer System function?

a. _____

_____

7. How does the stall warning system operate?

a. _____

_____

In-Flight Checkout

The in-flight checkout consists of the following, as a minimum:

- Normal ground, takeoff, in-flight and landing procedures.
- Slow flight, stalls and spin recognition/prevention in clean and landing configurations.
- Simulated abnormal and emergency procedures for ground and flight operations.
- Demonstration of proper pattern etiquette, aeronautical decision making, communications, navigation, and situational awareness.