

Pilot Name:

Instructor Name:

Date:



# Aircraft Checkout Knowledge

Indicate aircraft type: (Cessna)

Indicate which model/ year manual used:

CFI Initials

1. V-speeds (indicated)

VSO (flaps & gear)	VX	VA
VS (clean)	VY	VNO
VR	VFE	VBest glide
	Vapproach	

2. The aircraft manual only gives "Short Field" takeoff distances.

How much do you increase your distance estimates for an ordinary, "Normal" takeoff?

3. What is this plane's usable fuel capacity? (G1000: Full and at tabs)

4. How many gallons per hour does it burn @ full-power (100%) climb? (at lower altitudes)

5. How many quarts of oil maximum & minimum to fly? What SAE weight?

6. How many volts is the battery?

Charging system volts?

7. Where are the battery and GPU socket?

8. What is the procedure for switching fuel tanks? When/ why would you?

9. What things should you do when an ammeter shows discharge, loadmeter zero, or volts show equal/ less than the battery rating?

10. What can you do if you have to follow slower traffic in the pattern?

While starting, you notice smoke or flame coming out of the cowl.

11. What is the most likely cause?

12. Why do you keep cranking?

13. What controls do you move while cranking?

14. How long do you crank before shutting down/ evacuating?

15. If it starts, how long @ what power do you run?

16. For the heaviest empty-weight plane of this type on our line, what's the most weight you can

load besides fuel?

Heaviest legal landing weight?

17. Discuss with CFI for every plane of this type on our flight line: carburetor vs fuel injected, engine types/ rated power, and engine/ prop & mixture controls & settings for all phases of flight. **3-5 minute turbo cooldown after landing on turbo-charged engines.**

18. Discuss with CFI difference between "hot" and "cold" starts: summer vs winter, high altitude vs low, max & min amount of priming for each, and max & min RPM after start.

19. Discuss with CFI for every plane of this type on our flight line: number/ location of fuel sumps; number/ location of fuel vents; methods for switching tanks and turning fuel off.

20. Discuss with CFI the differences between each plane of this type on our line regarding; Basic Empty Weights, usefull loads, and fueling procedures with AvFlight.

21. Discuss with CFI for every plane of this type on our flight line: number of vacuum pumps; other attitude/ heading (or AHRS) systems and indicators.

22. Discuss with CFI for every plane of this type on our flight line: pitot & static systems and instrument displays; indicators, troubleshooting errors/ failures and backups; how static pressure is used by transponders and auto-pilots; stall awareness & indications.

23. Discuss with CFI hydraulic systems on this type, and any warning or backup systems.

24. Discuss with CFI differences between daytime traffic pattern operations vs when the tower is closed - application of A/FD published procedures.

25. Discuss with CFI: Phoenix Class B rules & proximity above and West; what to do if Tower assigns extended upwind from Runways 22, or extended downwinds in the north-side traffic pattern.

26. Discuss with CFI procedures for checking in/ out airplanes when Dispatch is closed.



**Rental Checkout and Flight Review (BFR)**

**I. GROUND** (must be completed prior to FLIGHT portion)

A. Checkout Test/ Discussion

- 1. Review all answers on checkout test & systems knowledge, noting any responses that are incomplete/ incorrect (per answer key & POH), discuss them with customer; cite any necessary sources

B. Other Discussion Items

- 1. Aeronautical knowledge areas as needed: Pt. 61 & 91, AIM, FAA "special emphasis" items, local airspace/ orientation/ procedures
- 2. Familiarization with company policies/ procedures (safety, rental agreement, Dispatch procedures, etc.)
- 3. **Discussion of avionics & components: A/P, GNS 420/430, G1000, etc.** including VFR vs. IFR ops & familiarization (for Instrument pilots)

**II. FLIGHT** (Customer actions; must be completed in day VFR conditions)

A. Preflight

- 1. Verifies performance/ suitable weather for actual flight
- 2. Verifies aircraft airworthiness (squawks/ maintenance, preflight inspection, aircraft documents, etc.)
- 3. Understands differences between individual airplanes he/ she would be approved for (systems, equipment, performance, etc.)

B. Start-up, Taxi, Run-up

- 1. Safe operation, follows ATC instructions, rental policies, use of checklists

C. In-Flight

- 1. Safe operation, follows ATC instructions, rental policies, use of checklists
- 2. Familiar with local area, traffic pattern(s), noise abatement
- 3. Normal/ crosswind takeoffs and landings (minimum of two each)
- 4. Climbs to minimum safe altitude (1500 AGL for ASEL maneuvers, 3500 AGL for AMEL maneuvers, 1000 AGL otherwise)
- 5. Steep turn(s) (minimum one full circle)
- 6. Slow flight (Vmc/mca -0/+10, with a 90° turn)
- 7. Power-on stall(s) (using takeoff power/ configuration)
- 8. Power-off stall(s) (full flap landing configuration)
- 9. In-flight emergencies - engine-out; plus 1 other scenario
- 10. Manual/ emergency landing gear extension (**for retractable gear planes**)
- 11. **Autopilot** familiarization, modes, use in various phases of flight
- 12. **G1000 (if installed):** use of modes & functions, abnormal ops through various phases of flights - **emphasis on visual scanning**
- 13. **AMEL: Engine-out maneuvering & V<sub>MC</sub> demo**
- 14. Other items as needed; complete evaluation & debrief

(FOLD LINE)

I certify I have read, understand, and shall comply with the Pilot's Operating Handbook(s)/ Approved Flight Manual(s)/ aircraft manual(s), all applicable FAA regulations/ directives, and company policies pertaining to Falcon Flight Training LLC aircraft. I further certify I have been properly trained, and am fully qualified to act as Pilot in Command in the capacity indicated/ allowed by Falcon Flight Training's rental and safety policies, practices, and procedures. Additionally, I certify I have performed/ demonstrated the list of items and maneuvers on this page (in the aircraft listed below) to at least the level prescribed by the FAA Airman Certification Standards and FAA rules pertaining to private carriage operations, to which I am limited. I shall not act as Pilot In Command if I am medically declined, suspended, or revoked by the FAA, and shall comply with 14 CFR 61.53 provisions.

\_\_\_\_\_  
Pilot's name - print

\_\_\_\_\_  
Make/ model(s)

\_\_\_\_\_  
Pilot's signature

\_\_\_\_\_  
Date (mm-dd-yyyy)

I certify that I have administered Falcon Flight Training's renter pilot checkout procedures, including the list of items and maneuvers on this page in accordance with FAA regulations and guidance, and the pilot named above has performed/ demonstrated those items and maneuvers to at least the level prescribed by the FAA ACS standards and other rules pertaining to the kinds of operations allowed by private carriage and aircraft rental. I further certify that the pilot named above is familiar with Falcon Flight Training's renter and safety policies, practices, and procedures, and is able to safely act as Pilot in Command in the aircraft listed above.

\_\_\_\_\_  
Instructor's name - print

\_\_\_\_\_  
Instructor's signature

\_\_\_\_\_  
Date (mm-dd-yyyy)

Dispatcher initials for Schedulepointe entry: \_\_\_\_\_