Pilot Name: _____ Instructor Name: Date:_____

Aircraft Checkout Knowledge

Indicate aircraft type: (Seneca) _____

CFI Initials

Indicate which model/ year manual used: _____

_____ 1. V-speeds (indicated)

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

_____ 2. When is the fuel pump used? Why?

_____ 3. What is this plane's usable fuel capacity?

_____ 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 cowling.

_____ 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 standard fuel levels set 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.

Applicable to all retractable-gear planes:

_____ 27. Discuss with CFI: limiting speeds (max & min) for gear retraction & extension; order of configuration changes (gear, power, flaps, etc.) from cruise ("clean") to full-landing ("dirty").

_____ 28. Discuss with CFI: troubleshooting gear retraction & extension failures versus indications; use of tower and Falcon Exec guidance while still airborn; and methods for manual gear extension.

Applicable only to multi-engine planes:

_____ 29. Discuss with CFI: how much and why Vx & Vy change from normal to single-engine climb; and resulting change in performance at local airports versus higher altitude; effects of wt & balance.

_____ 30. Discuss with CFI: differences in "Accelerate-Go" vs "Accelerate-Stop" distances compared to rwy.

_____ 31. Discuss with CFI: planned engine-out procedures in-flight: no fuel selector off, throttle only below 3000' AGL, no engine cuts from half Vr to 500' AGL, etc.

_____ 32. Discuss with CFI: No touch & go's in turbo twins; taxi-back only with less than 3500' remaining.

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 retractible 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_{MC} 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: _____