Orange County FLIGHT CENTER

AIRCRAFT CHECKOUT SYLLABUS

EI IGUT INSTRUCTOR.	AIRCRAFT:
MR./MS	HAS SATISFACTORILY COMPLETED
AN AIRCRAFT CHECKOUT IN	(make/model)
FLIGHT INSTRUCTOR:	DATE:

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MANEUVERS & OPERATIONS

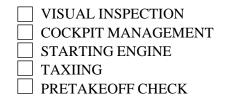
A REVIEW OF THE FOLLOWING MANEUVERS & OPERATIONS ARE REQUIRED FOR AN AIRCRAFT CHECKOUT. AN INSTRUCTOR'S DECISION TO MODIFY THE LIST WILL BE BASED ON THE PILOT'S ATTITUDE, PRE-PAREDNESS, EXPERIENCE, CURRENCY, AND PERFORMANCE.

PREFLIGHT PREPARATION

CERTIFICAT
PERFORMAN

TES & DOCUMENTS NCE & LIMITATIONS AIRCRAFT SYSTEMS

GROUND OPERATIONS



TAKEOFFS & LANDINGS

NORMAL TAKEOFF & CLIMB

NORMAL APPROACH & LANDING

SHORT & SOFT FIELD APPROACH & LANDING

GO-AROUND

• SLOW FLIGHT AND STALLS

FULL STALLS - POWER OFF IMMINENT STALLS - POWER ON SLOW FLIGHT

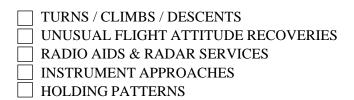
NIGHT FLIGHT OPERATIONS

TAKE OFF & LANDING
VFR NAVIGATION

EMERGENCY OPERATIONS

EMERGENCY APPROACH & LANDING SYSTEM & EQUIPMENT MALFUNCTIONS

• FLIGHT BY REFERENCE TO INSTRUMENTS (FOR IFR RATED)



MANEUVERS & OPERATIONS

ALTHOUGH **OCFC** HAS AIRCRAFT CHECKOUT WRITTEN EXAMS TO AID THE PILOT AND CFI IN REVIEWING ALL ASPECTS OF THE AIRCRAFT OPERATION, THE PILOT IS EXPECTED, BY REGULATION, TO BE FAMILIAR WITH ALL SECTIONS OF THE PILOT'S OPERATING HANDBOOK FOR THIS AIRCRAFT. HERE ARE SOME ADDITIONAL THINGS TO CONSIDER WHEN PERFORMING THE AIRCRAFT CHECKOUT.

PILOT MUST BE ABLE TO EXPLAIN,

FUEL/ELECTRICAL/PROP/GEAR SYSTEMS OPERATION, AND AUTOPILOT, IF ABOARD

EMERGENCY GEAR EXTENSION PROCEDURE WITHOUT REFERENCE TO CHECKLIST

WHAT TO DO IF ONE GEAR DOWN LIGHT IS OUT

WHAT TO DO IF SUDDEN LOSS OF OIL PRESSURE

WHAT TO DO IF ALTERNATOR LIGHT COMES ON DURING FLIGHT (DAY/NIGHT- IFR/VFR)

PROCEDURES FOR BOOST PUMP OPERATION. SWITCH POSITION FOR TAKEOFF (WHY?)

LOCATION OF CRITICAL CIRCUIT BREAKERS (I.E.: TRIM/AUTOPILOT/LANDING GEAR)

ENGINE START PROCEDURE (WHY)

WHAT POWER SETTING WILL GIVE MAX ENDURANCE (MAX RANGE)

USE OF THE PREFLIGHT AND BEFORE START, TAKEOFF, AND LANDING CHECKLISTS.

THE "LIGHTS, CAMERA, ACTION" MENTAL CHECKLIST

THE "SAFE ALTITUDE" DEPARTURE CONCEPT.

PILOT	"S NAME:		_ DATE:		
MAKE	E AND MODEL:				
ENGIN	NE (1) Mfg. and Type:		_ Horsepower:		
	(2) Normal Start Procedure:				
	(3) Hot Start Procedure:				
	(4) If airplane has a Constant Speed P		when the engine loses oil pressure?		
	(4) If an plane has a constant speed f	Topener, what does it do	when the engine loses on pressure :		
ENGIN	NE POWER SETTINGS: (5) Runup:		Takeoff:		
	Max Continuous:		_ Climb:		
	Cruise, 75% Power, 2000 Feet, Standard Temp:				
	Cruise, 75% Power, 7000 Feet, Standa	ard Temp:			
OIL:	(6) Grade:	Max. Quantity:	Min. Quantity		
FUEL:	(7) Grade:	Color:	Number of Fuel Tanks:		
Total F	Fuel Quantity:Usable	le Fuel Quantity:			
Usable	Fuel Quantity if Tanks have Tabs:				
(8) Loo	cation of fuel drains:				
(9) Loo	cation of tank vents:				
(10) D	escribe the fuel system:				

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WEIGH	ITS:	(11) Maximu	m gross take	off:	lbs.	Maximum	gross landing:	lbs.
		Empty:	lbs.	Useful Loa	ad:	lbs	CG Range:	in.
AIRSPE	EEDS:							VA kts.
							kts. Vso	kts.
				is. Vi				
		-		-	-			Fieldkts.
		•					_ kts. Vle	
	IDEC	_	_				Vmckts	
			C			0	Engine Service Cei	C
IUKBU	CHAI	KGED ENGIN	NES UNLY:	(15) Describe	e turbochar	ger the system:	·	
-								
((16) What are the indications of an overboost?							
-	What is the critical density altitude? ft.							
RETRA	СТАВ	ELE LANDIN	G GEAR: (17) Describe tl	he system	and how it oper	ates:	
-								
-								
-								
((18) Describe the gear unsafe indications:							
-								
-								
-								
((19) W	here are the sq	uat switches	located and w	hat is their	function:		

(20) Describe the emergency gear extension procedure:	
ELECTRICAL SYSTEM: (21) Describe the system:	
(22) Describe the indications of a malfunctioning alternator and the reactivation proce	dure:
(23) Battery location:	
CARBURETOR ICING: (24) Describe all indications:	
STATIC AIR SYSTEM: (25) Normal static port location:	
(26) Alternate static source location:	
(27) Altimeter error when using alternate static source:	
HYDRAULIC SYSTEM: (28) Describe the system:	
(29) Reservoir location:	
EMERGENCY LOCATOR TRANSMITTER: (30) Control panel location:	

DEPARTURE AIRPORT PERFORMANCE: Airplane is at maximum gross weight at an airport elevation of 1000 feet MSL. There is no wind and the temperature is 10 degrees above standard Celsius.

(31) Compute the following takeoff information: Ground Roll:

Total to clear 50 Ft. Obstacle:_____

Rate of Climb: _____

Accelerate-Stop Distance (Multiengine): _____

CLIMB AND ENROUTE: You plan to cruise at 7500 feet MSL using 75% power. The Temperature at altitude is 10 degrees above standard Celsius, and you are departing from the airport used in the last problem.

(32) Compute the following climb information:	Time to altitude:
	Fuel to altitude:
	Miles to altitude:
(33) Compute the following cruise information:	Power setting:
	KTAS:
	GPH:

ARRIVAL AIRPORT PERFORMANCE: You are 200 pounds below the maximum landing weight. Airport elevation is 3000 feet MSL, temperature is 10 degrees above standard Celsius, a 10 knot headwind prevails, and you plan on using full flaps.

(34) Compute the following landing information:

Ground Roll: _____

Total to clear 50 ft. Obstacle:

WEIGHT AND BALANCE INFORMATION: All seats are full. The pilot weighs 200 lbs., the copilot is 150 lbs., and each remaining passenger is 120 lbs. You have 100 lbs. of baggage.

(35) Compute the following information:

Allowable Fuel Load: _____

Are you within the C.G. envelope?_____

CG location:

EXAM REVIEWED BY:_____

INSTRUCTORS: Make a copy of this exam and give the original to the pilot and attach the copy to the pilot's customer file.