

# Flying Clubs of America Aircraft Checkout

<b>PILOT NAME:</b>					<b>CHECKOUT DATE:</b>				
<b>AIRCRAFT MAKE &amp; MODEL:</b>					<b>AIRCRAFT TAIL #:</b>				
<b>CHECKOUT TYPE:</b> <input type="checkbox"/> Initial Aircraft Checkout <input type="checkbox"/> Club Flight Review <input type="checkbox"/> 61.56 Flight Review <input type="checkbox"/> Mountain Checkout <input type="checkbox"/> Instructor Initial <input type="checkbox"/> Instructor Annual <input type="checkbox"/> Remedial <input type="checkbox"/> Other _____									
<input type="checkbox"/> WRITTEN TEST COMPLETED <input type="checkbox"/> FLIGHT CHECK COMPLETED <input type="checkbox"/> POLICIES REVIEWED    HOURS IN MAKE & MODEL _____									
<b>Grading Scale</b>									
1 = Below Acceptable Standards					4 = Above Average				
2 = Below Average, Outside ACS but corrects					5 = Excellent				
3 = Within ACS									
<b>I. ORAL DISCUSSION</b>					<b>VIII. INSTRUMENT REFERENCE MANEUVERS</b>				
A. Review Pilot Credentials					A. Straight & Level Flight				
B. Review CFI Policies & Procedures					B. Constant Speed Climbs				
C. Local Procedures					C. Constant Speed Descents				
D. Electronic Flight Bag (EFB)					D. Turns to a Heading				
					E. Recovery from Unusual Attitudes				
					F. Radio Nav & Radar Services				
<b>II. PREFLIGHT PREPERATION</b>					<b>IX. INSTRUMENT FLIGHT PROCEDURES</b>				
A. Certificates & Documents					A. Ground Prep (WX, AC Systems, Flt Plans)				
B. Obtaining Weather Information					B. ATC Clearance & Traffic Procedures				
C. Determine Weight & Balance					C. Holding Procedures				
D. Determine Takeoff Performance					D. Partial Panel Unusual Attitude Recovery				
E. Determine Cruise Performance					E. Course Intercept & Tracking of Courses				
F. Determine Landing Performance					F. Instrument Approach Procedures				
G. Cross-Country Flight Planning					1. Precision Approach				
H. Aircraft Systems					2. Non-Precision Approach				
I. Aeromedical Factors					3. Partial Panel Approach				
					4. Circling & Missed Approach				
<b>III. GROUND OPERATIONS</b>					<b>X. GROUND REFERENCE MANEUVERS</b>				
A. Visual Inspection					A Rectangular Course				
B. Starting Engine (s)					B. S-Turns				
C. Taxiing					C. Turns Around a Point				
D. Use of Checklists (Mandatory)					<b>XI. NIGHT FLIGHT OPERATIONS</b>				
E. Passenger Briefing					A. Physiological Aspects of Night Flying				
F. Sterile Cockpit Procedures					B. Prep & Personal Equipment				
G. Post-Flight Procedures					C. Aircraft & Airport Lighting				
					D. Night Orientation & Navigation				
<b>IV. AIRPORT &amp; TRAFFIC PATTERN OPS</b>					<b>XII. APPROACHES &amp; LANDINGS</b>				
A. Radio Comms & ATC Light Signals					A. Normal Approaches & Landings				
B. Surface & Traffic Pattern Operations					B. Crosswind Approaches & Landings				
C. Airport & Runway Markings & Lighting					C. Forward Slip to Landing				
					D. Go-Around				
					E. Short-field Approach & Landing				
					F. Soft-field Approach & Landing				
<b>V. TAKEOFF &amp; CLIMB</b>					<b>XIII. EMERGENCY PROCEDURES</b>				
A. Normal Takeoff & Climb					A. Emergency Approach & Landing (Sim)				
B. Crosswind Takeoff & Climb					B. Systems & Equipment Malfunction				
C. Short-field Takeoff & Climb					C. POH Bold Face Knowledge				
D. Soft-field Takeoff & Climb					D. Emergency Descent				
<b>VI. CROSS-COUNTRY FLYING</b>					<b>XIV. SAFETY AWARENESS</b>				
A. Pilotage & Dead Reckoning					A. Clearing Turns & Collision Avoidance				
B. Radio Navigation					B. Vigilance, Risk Mgmt, & Judgement				
C. Diversion					C. Fuel Management				
D. Lost Procedures					D. Ground Handling Procedures				
<b>VII. MANEUVERS</b>					<b>XVI. MOUNTAIN PREFLIGHT PLANNING</b>				
A. Power-Off Stalls					A. Planning & Route				
B. Power-On Stalls					B. Density Altitude Considerations				
C. Maneuvering During Slow Flight					C. Aircraft Loading				
D. Steep Turns					D. Weather Briefing & Analysis				
					E. Oxygen Equipment				
					F. Implications for IFR Operations				
<b>XV. MOUNTAIN FLYING ORAL DISCUSSIONS</b>									
A. Mountain Weather									
B. Effect of Density Altitude									
C. Orographic Effects on Wind									
D. Route Planning									
E. Oxygen Regulations & Use									
F. One-way, Obstructed, High Altitude Airport									
G. Survival/Rescue Equipment & Techniques									

<b>XVII. MOUNTAIN AIRPORT OPERATIONS</b>	1	2	3	4	5	VC	<b>XX. MOUNTAIN EMERGENCY PROCEDURES</b>	1	2	3	4	5	VC
A. High Altitude Takeoffs & Landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A. Deteriorating Weather	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. One-Way Takeoff and Landing (terrain)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B. Engine Failure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. One-Way Takeoff and Landing (gradient)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C. Partial Power Loss	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XVIII. MOUNTAIN FLIGHT OPERATIONS</b>	1	2	3	4	5	VC	D. Inability to Maintain Altitude (downdraft)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A. Recognition and Use of Orographic Lift	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. Inability to Attain Altitude (density altitude)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Recognition of Areas of Lift and Sink	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>							
C. Proper Ridge Crossing Techniques	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>XXI. MULTI-ENGINE PROCEDURES</b>	1	2	3	4	5	VC
D. Proper Mountain Pass Techniques	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A. Engine Failure During TO Below VMC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Planning for Emergencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B. Engine Failure After Liftoff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XIX. MOUNTAIN NAVIGATION</b>	1	2	3	4	5	VC	C. Maneuvering w/ 1 Engine INOP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A. Use of Limitations of Nav aids	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	D. Approach & Landing w/ 1 Engine Out	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Use of Sectional Charts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. VMC Demonstration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Use of Compass/DG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F. Instrument Maneuvers w/ 1 Engine Out	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Magnetic Variation and its Limits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	G. Instrument Approach w/ 1 Engine Out	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Use of Major Terrain Features	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>							

**REVIEW OF CERTIFICATES AND DOCUMENTS (Verified by Check Instructor Pilot)**

FAA PILOT CERT NUMBER:	DATE OF LAST FLIGHT REVIEW:		
MEDICAL CLASS:	MEDICAL EXAM DATE:		
INSURANCE PROVIDER:	PILOT BIRTH DATE:		
TEACHING PRIVILEGES AUTHORIZED:			
<input type="checkbox"/> CFI	<input type="checkbox"/> Tailwheel	<input type="checkbox"/> Cirrus	<input type="checkbox"/> Check Flight Instructor
<input type="checkbox"/> CFII	<input type="checkbox"/> Aerobatic	<input type="checkbox"/> Assistant Chief Flight Instructor	
<input type="checkbox"/> MEI	<input type="checkbox"/> Mountain	<input type="checkbox"/> Other _____	

**PILOT IS AUTHORIZED TO FLY (CHECK ALL THAT APPLY)**

<input type="checkbox"/> C152	<input type="checkbox"/> PA 28 Warrior/Archer	<input type="checkbox"/> Cirrus SR-20	<input type="checkbox"/> Extra 330LX	<input type="checkbox"/> Twin Tecnam (P2006T)	<input type="checkbox"/> Simulator TD2
<input type="checkbox"/> C172 M/N/P	<input type="checkbox"/> PA 28 Warrior/Archer G3X	<input type="checkbox"/> Cirrus SR-22 SuperC	<input type="checkbox"/> 8KCAB	<input type="checkbox"/> Tecnam P2010	<input type="checkbox"/> Other _____
<input type="checkbox"/> C172S	<input type="checkbox"/> PA 28 Warrior/Archer G1000	<input type="checkbox"/> C206H (G1000) Turbo	<input type="checkbox"/> 7KCAB	<input type="checkbox"/> G1000	<input type="checkbox"/> _____
<input type="checkbox"/> C182	<input type="checkbox"/> AA-5A Cheetah			<input type="checkbox"/> G1000 NXI	<input type="checkbox"/> _____
<input type="checkbox"/> C182-Turbo					<input type="checkbox"/> _____

<b>CERTIFICATES and RATINGS</b>	<b>ENDORSEMENTS</b>	<b>FLIGHT TIME:</b>
<input type="checkbox"/> Student	<input type="checkbox"/> Tailwheel	Total Time _____
<input type="checkbox"/> Instrument	<input type="checkbox"/> SES	IFR _____
<input type="checkbox"/> Sport	<input type="checkbox"/> High Performance	SEL _____
<input type="checkbox"/> Multi	<input type="checkbox"/> Complex	Multi _____
<input type="checkbox"/> Private	<input type="checkbox"/> High Altitude	SES _____
<input type="checkbox"/> Commercial		Tailwheel _____
<input type="checkbox"/> CFII		Other _____
<input type="checkbox"/> ATP		
<input type="checkbox"/> MEI		

I certify that I have read and understand all applicable 14CFR regulations pertaining to flying subject aircraft. I acknowledge any restrictions of training requirements stated on this checkout. I also understand that maintaining currency, recurring requirements, and compliance with applicable operational guidance is my personal responsibility.

<b>PILOT NAME:</b>	<b>SIGNATURE:</b>
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I certify that I have administered this Checkout indicated and that the above named pilot has demonstrated the proficiency required to fly the indicated aircraft.

<b>INSTRUCTOR:</b>	<b>SIGNATURE:</b>
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CFI EXPIRATION DATE:	CFI CERTIFICATE NUMBER:
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**COMMENTS**