

ILLINOIS AVIATION ACADEMY, INC.

NEW AIRCRAFT CHECKOUT FORM

Instructor Name: _____

Aircraft make and model: _____

Aircraft tail number: _____

Date: _____

Fill in the following Chart:

Airspeeds	Definition (notes)	Speed or Speed(s)
V _{so}		
V _s		
V _x		
V _y		
V _{fe}		
V _a		
V _{no}		
V _{ne}		
V _r		
V _{le}		
V _g		
V _{lo up}		
V _{lo transition}		
V _{ref}		
V _{ref} + 10 (final) (approach inside FAF)		
V _{ref} + 20 (downwind) (approach outside FAF)		
Short Takeoff		
Short landing		

2. What is the crosswind component for this aircraft?
3. What is the takeoff distances & distance to clear a 50 ft. obstacle (worse case scenario- heavy, hot, and high)
4. What is the landing distances & distance to clear a 50 ft. obstacle (worse case scenario- heavy, hot and high)
5. What is the landing distances & distance to clear a 50 ft. obstacle (any average day at DPA)
6. Is there a possibility that runway 33 and 15 may not be an option at DPA during training?

7. What is the endurance for an average cross-country for this aircraft without reserve?
8. Is this aircraft airworthy? Required documents? Inspections? AD's?
9. Fill out 3 weight and balance forms for this specific aircraft using the following data:
 - 2 people at 175 lbs. front seat and 35 lbs of baggage
 - Yourself and your student with 35 lbs of baggage
 - 3 people @ 175 lbs a piece with 35 lbs of baggage

Total fuel:		Oil maximum:	
Usable fuel:		Oil minimums:	
Fuel grade & color:		Oil grade:	

Systems:

1. Describe the electrical system. How many alternators, batteries (volts and amperes)? Draw out a simple diagram of the electrical system?
2. Is there oxygen in is aircraft? If so, how much oxygen is available for a cross country at 19,000 and 28,000 for two people.
3. Does this aircraft have a turbo charge system? If so, does it have an automatic waste gate or manual? Does it have an intercooler? Do you lean using the EGT or the TIT? What is extremely critical for this system prior to takeoff? Describe the turbo charge system.
4. Is the propeller constant speed? How many blades? Describe what is happening for this aircraft when oil in leaving the hub.
5. Describe the fuel system. How many sumps? Does it have a gasalator? Does it have a back up system? What is the average fuel burn during a training section? What is the average fuel burn for a cross country for this aircraft?
6. Describe the equipment this aircraft has outside the standards. GPS equipment? HIS? RMI? Autopilot?
7. Is this aircraft a glass cockpit? If so, did you watch the video or power point presentation? Please sign and date this line when you have done so:

Date:

Signature:

Type of presentation:

8. Describe the vacuum system and any backups.
9. Describe the engine.
10. Describe the gear and any override system and how it works. How does the gear lights work and what is their meaning?
11. Does this aircraft have alternate air and how does it work?
12. Does this aircraft have speed brakes and what would they be used for?
13. Is this aircraft approved for known icing? What anti ice and de ice equipment does this aircraft have?

Limitations and Notes:

1. Does this aircraft have any limitations or notes for a normal or short takeoff? Oil temperature? Gear up or flaps? Power settings? CHT?
2. Does this aircraft have any climb notes or limitations? Gear or flaps? Power settings?
3. Does this aircraft have any enroute notes or limitations? CHT/ TIT?
4. Does this aircraft require any special notes or limitations or procedures for a descent?
5. Does this aircraft have any weight and balance restrictions for landing? Are there any notes or limitations when landing?
6. Are there any notes or limitations for a go around? What order does the gear and flaps come up? What about Trim?
7. Are there any warnings or restrictions prior to shutting down this aircraft?
8. When reducing power what is the correct procedure?
9. You are 30 miles out from DPA at 6000 feet, when should you begin your descent?
10. What is the purpose of cowl flaps?
11. During takeoff or extended climb should the cowl flaps be open or closed?
12. How does this affect performance?
13. What is an indicator the cowl flaps need to be opened?

Emergencies:

1. What warnings are attached to the turbocharger when it fails?
2. What precautions should be used when checking the magnetos when the engine is running rough? Are there other things that might cause the engine to run rough?
3. If the oil temperature indications are excessively high and the oil pressure remains normal, what should the PIC do?
4. Do you have stall warning and gear warning when the master is off?
5. What notes if any are attached to the emergency descent? Describe a couple of scenarios where any emergency descent would be used?
6. Are there any notes or limitations attached to the emergency descent?
7. Are there any notes or restrictions for landing overweight?
8. Are there any notes or restrictions attached to the manual gear extension?
9. Will the low vacuum light extinguish when the Stand by vacuum system is operating properly?
10. If inadvertent ice is encountered, what should be considered with the propeller and the flight controls and flap usage for approach to landing? How much ice may accumulate prior to significant increase in aircraft performance?
11. What is the spin recover for this aircraft?