



SunWest Aviation, Inc

903 AIRPORT DRIVE # 8 San Luis Obispo, CA 93401

AIRCRAFT CHECKOUT

Pilot's Name: _____ Aircraft Type: _____ N# _____

Instructor's Name: _____ Date Of Checkout: _____

Instructor's Signature Upon Completion of Checkout: _____

- * Checkouts are to be done during daytime only [Initial Checkouts]
- * No passengers are allowed on checkout flights .
- * Instructors will not perform any duties in flight or on the ground unless necessary to the safety of the flight checkout

The following is a required list of maneuvers and procedures that, at the discretion of the instructor, are to be performed to evaluate the ability to safely control and operate the specific make and model of aircraft listed above.

Ground / Pre-Flight

_____ Airplane POH Checkout Form 62502 Completed and Reviewed
_____ Weight & Balance _____ Shortfield Takeoff and Landing _____ Limitations
_____ Emergency Procedures _____ Use of Checklists _____ Cockpit Management
_____ Emphasis on Collision Avoidance _____ Wake Turbulence Awareness
_____ Local ATC Procedures ATIS / Ground / Tower / Center
_____ Local Departure and Arrival - Visual Procedures

Taxiing

_____ Proper Engine Leaning For Taxi _____ Proper Wind Correction(Aileron and Elevator)
_____ Minimum Use Of Brakes _____ Proper Speed Control
_____ Proper Position at Run-Up Area _____ Hold Short Procedures

Before Take-Off Run-Up

_____ Proper Use of Checklist _____ Run-Up Procedures _____ Communications

The Following is a Required List of Maneuvers and Emergency Procedures That Must Meet the Practical Test Standard (PTS)

Air Work / Procedures

- _____ Proper Climb-out Procedures for Aircraft _____ Correct V Speeds
- _____ Good Situational Awareness
- _____ Clearing Turns For Collision Avoidance
- _____ Constant Altitude Turns
- _____ Slow Flight / Flight at Critically Slow Airspeeds
- _____ Stall Recognition and Recovery
 - _____ Power - On Stall _____ No Flaps
 - _____ Power - Off Stall _____ Full Flaps
- _____ Simulated Engine-Out Procedures (POH Recommendations)
- _____ Emergency Procedures _____ Fire _____ Electrical _____ Landing Gear

Traffic Pattern Procedures

- _____ A Minimum of Two Touch & Goes and One Landing Are To Be Performed.
- _____ Proper Crosswind Correction Must Be Used
- _____ Proper Power Settings and Speeds (POH Recommendations) Must Be Used From Downwind Through Final Approach
- _____ Touchdown at Near Full-Stall Speed
- _____ The Nose-Wheel Well Off The Runway
- _____ Elevator Held Full Back Through Touchdown and Rollout
- _____ Breaking Straight-Ahead and Only After Nose Wheel Has Touched Down
- _____ Short and/or Soft Field Takeoff and Landings
- _____ Landings With Different Flap Settings
- _____ Simulated Engine-Out Procedured
- _____ Proper Aircraft Directional Control With Rudder (Not Brakes)

After Landing and Securing Aircraft

- _____ Use Of After Landing Checklist
- _____ Proper Engine Leaning For Taxi
- _____ Local Taxiing and Positioning of Aircraft
- _____ Securing Aircraft at Proper Tie-Down

Verify Members Logbook for Required Times and Endorsements

- _____ Cessna 152, 172, Piper Warrior, Archer: STD or PVT with PCF Checkout
- _____ Cessna 182: PVT, 100TT. In a SEFG > 210HP: 1 Dual, 5 Type, HP End, PCF Checkout
- _____ Piper Arrow: PVT, 100TT. In a SERG < 201HP: 5 Dual, 5 Type, Comp End, PCF Checkout
- _____ Piper Seneca: PVT ME, 500TT, 25 ME. In a ME < 410HP: 10 Dual, PCF Checkout