

AMELIA REID AVIATION

Checkout for Cessna 172 Pilot desiring to rent:

(1 hr ground, 1.5 hr flight, or as needed to perform all tasks acceptably)
(Can also become a flight review if desired – see note at end)

Preflight:

- Pilot certificate, Medical, ID, Nationality
- Has logged hours in make and model recently?
- Filled in aircraft checkout sheet accurately, understands W&B, small/large fuel tanks
- Amelia's rules – forms filled in and signed, copies of docs and CC details taken
- Review airport diagram, ATC procedures, taxi routes, and local airspace
- Procedures for fuel/oil/air; cleaning materials; logging squawks
- CFI observe preflight, ensure properly done per checklist, including knowing to check:
 - o control surfaces hinge pins,
 - o main gear symmetry
 - o Nose strut extension (3-4")
 - o Fuel quantity visually and fuel drains

Startup, taxi, runup:

- pull out plane before start, point tail away from hangars, people, etc
- after start, does not race engine, leans for taxi
- proper radio usage without too much coaching
- taxi without dragging brakes, anticipates turns
- keeps looking around
- proper control positions considering wind
- no cowboy turns
- prompt runup – do not use master switch to test alternator!

Takeoff and climb out:

- Smoothly adds power with elevator just aft of neutral
- Lets nose lift to V_y attitude and keeps it there as plane lifts and accelerates
- goes straight - anticipates need for rudder
- climbs wings level and coordinated at specified speed/attitude
- coordinated climbing turns without excessive attitude/speed change
- able to do good oscillation rolls in climb
- aborted takeoff from 50-60mph - directional and attitude control

Leveloff:

- allows the plane to accelerate to cruise before adjusting power
- knows nose attitude for cruise
- uses yoke to set attitude and hold altitude and trim to remove yoke pressures
- flies straight: wings level, pitch attitude stays set, no creeping yaw
- Is better than PTS standards - Private $\pm 100'$; Comm/CFI $\pm 50'$; heading ± 10 degrees

Coordination exercises:

- Able to set and hold pitch attitude and hold heading as airspeed and power change
- Able to dive to 130mph with constant pitch attitude wings level holding heading and then pitch up to a stall attitude and again hold pitch, bank and heading constant
- Oscillation rolls (Dutch rolls) at different speeds)
- Understands and can demonstrate slip and skid
- Forward and side slips

30 degree and steep turns:

- stays coordinated
- keeps bank angle constant
- does not lose or gain altitude (Pvt +/-100', Comm/CFI +/-50')
- adds power for steep turns (speed within 10mph)
- rolls out within 10 degrees of heading

Slow flight, stalls, and spins:

- slows down towards bottom of white arc without changing direction or altitude
- trims off yoke pressures
- able to maintain speed within 5mph, altitude within 50', including turns
- power off and on stalls - maintain direction within 10 degs and wings level throughout
- Appropriate rudder inputs when wing drops.
- Recovery without lowering nose below normal descent attitude and without exceeding V_y , also without risking 2ndary stall
- Can perform a rudder stall through 500' altitude loss without spinning
- Can talk through PARE spin recovery

Power failure drill:

- Able to talk through power fail scenario
 - o best glide attitude (speed)
 - o chose somewhere to land and plan a pattern
 - o THEN diagnose, while maintaining best glide towards landing spot
 - carb heat, mixture, fuel valve, primer, mags, throttle
- Able to successfully execute a power fail landing from cruise altitude
- PVT land in 1st 3rd of runway; Comm/CFI must be able to land in first 200' of runway

Landings:

- can judge glide to do power off landing to beginning of runway from abeam touchdown point (PVT 400', Comm/CFI 200')
- proper landing technique to land on mains only (descend, level off, increase attitude in small steps to climb attitude as plane slows, hold off, touchdown, keep yoke back)
- proper recoveries for bounce and balloon (go around if any doubt)
- yoke all the way back after on ground
- appropriate use of slips to land accurately (demo both side and fwd slips)
- use of power early if getting low
- cross wind corrections
- stays straight after touchdown
- slows down to taxi speed before touching anything or turning
- gentle or no braking
- touch and go - slows down to taxi speed, flaps up, power up, goes straight
- at least three landings to full stop and taxi back, including one no-flaps, one go around from the flare and one touch and go, more if need coaching
- able to land straddling the centerline
- Crashing onto the runway from several feet up does not count! We like smooth landings. Three point landings do not count either – land on mains only.

Go arounds:

- proper technique and attitude control
 - o Mixture, throttle, carb heat advance; attitude hold no higher than Vy
- Flaps to 20 degrees, then milk to zero.
- trim used to remove yoke force after flaps are up

Postflight:

- RHV convention for crossing Yankee and hold short of Zulu
- Checklist – landing light off
- Taxi home, stop on center line, put plane back by hand
- chocks and tie downs first
- tie stick back with belt
- take down Hobbs
- note any squawks - walkaround

Limitations:

- Wind limitations – max wind 15kts, max xwind component 5 kts unless demonstrated proficiency

Currency:

- Must have flown at least three takeoffs and landings in a Cessna 172/182 in the past 90 days, otherwise checkout with CFI required
- Abbreviated checkout at CFI discretion if personally known and slightly out of currency

At all times:

- Proper checklist usage
- Flow patterns
- Radio usage / phraseology
- Traffic scan / clearing turns
- Consideration for others
- Common sense
- Would I let my wife, husband, boyfriend, girlfriend, sister, ... fly with this person?

Flight Review(optional):

- Flight Review Quiz completed and reviewed with CFI
- Chart & Airspace review

NOTE:

- Checkout is specific to Cessna 172M
 - Make sure has seen the alternator failure checklist on our Web site (members/useful documents)
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