



# AIRCRAFT CHECKOUT FORM

Name: \_\_\_\_\_

2409 Rickenbacker Way  
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## Engine Information

Make/Model \_\_\_\_\_  
Max Horsepower \_\_\_\_\_  
Max RPM \_\_\_\_\_  
Ground check RPM (Full) \_\_\_\_\_  
Ground check RPM (Idle) \_\_\_\_\_  
Min (Idle) Oil Pressure \_\_\_\_\_  
Total Fuel (gal) \_\_\_\_\_  
Useable Fuel (gal) \_\_\_\_\_  
Fuel Grade(s) \_\_\_\_\_  
Oil Capacity \_\_\_\_\_  
Min. Oil Quantity \_\_\_\_\_  
Oil Type \_\_\_\_\_  
Max Magneto Drop \_\_\_\_\_  
Max Magneto Difference \_\_\_\_\_  
Battery Voltage \_\_\_\_\_  
Alternator Amp/Voltage \_\_\_\_\_

## Airspeeds Max Gross Wt. (KIAS)

Rotate (Vr) \_\_\_\_\_  
Best Angle Climb (Vx) \_\_\_\_\_  
Best Rate Climb (Vy) \_\_\_\_\_  
Best Glide (Flaps Up) \_\_\_\_\_  
Engine Failure After T/O \_\_\_\_\_  
Max Demonstrated X-wind \_\_\_\_\_  
Flaps Extended T/O (Vfe) \_\_\_\_\_  
Flaps Extended LDG (Vfe) \_\_\_\_\_  
Stall Speed Landing (Vso) \_\_\_\_\_  
Stall Speed Normal (Vs1) \_\_\_\_\_  
Maneuvering Speed (Va) \_\_\_\_\_  
Normal Approach w/Flaps \_\_\_\_\_  
Normal Approach w/o Flaps \_\_\_\_\_  
Max Cruise (Vno) \_\_\_\_\_  
Never Exceed (Vne) \_\_\_\_\_  
Max Window Open \_\_\_\_\_  
Minimum go-around speed \_\_\_\_\_

## Limitations

1. What category is this airplane? \_\_\_\_\_  
\_\_\_\_\_
2. What is the significance of the Utility Category (if applicable)? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Is it approved for spins? \_\_\_\_\_  
\_\_\_\_\_
4. What are the maneuvering load factors? \_\_\_\_\_  
\_\_\_\_\_
5. What is the maximum permissible difference between the right and left fuel tanks (in gallons)? \_\_\_\_\_  
\_\_\_\_\_

### Emergency Procedures

1. If you lose an engine just after takeoff, what is the first course of action you should do? \_\_\_\_\_  
\_\_\_\_\_
2. While attempting to start the engine, you notice smoke and flames around the cowl and in front of the aircraft. What do you do? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
3. What is/are the indications of CO in the cockpit and what actions do you take? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
4. How will an engine driven and/or electrical fuel pump failure be indicated and how do you respond? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
5. In cruise at 7000 feet, your engine begins to run very roughly. What do you do? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
6. What is the procedure if the alternator fails? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
7. If use of alternate static becomes necessary, what position should vents and windows be placed in? What effect will this have on the instruments? \_\_\_\_\_  
\_\_\_\_\_

## Normal Procedures

1. How long after engine starting do you need to see the oil pressure indicate in the normal range (green sector)? \_\_\_\_\_  
\_\_\_\_\_
2. What are the indications of over-priming or flooding? What can be done clear the excess fuel? \_\_\_\_\_  
\_\_\_\_\_
3. What is the flap setting all takeoffs? \_\_\_\_\_  
\_\_\_\_\_
4. When would you normally retract the flaps after takeoff? \_\_\_\_\_  
\_\_\_\_\_
5. What would be the indications of carburetor ice in this aircraft? \_\_\_\_\_  
\_\_\_\_\_
6. What is the mixture leaning procedure? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
7. What precautions should you take on the ground during hot weather operations? \_\_\_\_\_  
\_\_\_\_\_
8. Where do you ground the aircraft for refueling? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Performance

1. Compute weight & balance, takeoff distance and climb rate given:  
Full fuel, 20° C, 6000ft density altitude, two 200lb people? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Airplane Systems and Descriptions

1. What quantity will the electric fuel gauges indicate if the airplane is fully fueled?

(DA-40: Explain why some fuel is not indicated). \_\_\_\_\_

\_\_\_\_\_

2. How many fuel vents are there, and where are they located? \_\_\_\_\_

\_\_\_\_\_

4. Briefly describe the engine controls and their use. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. How is steering on the ground accomplished? \_\_\_\_\_

\_\_\_\_\_

6. How does the Primer System function? \_\_\_\_\_

\_\_\_\_\_

7. How does the stall warning system operate? \_\_\_\_\_

\_\_\_\_\_

In-flight checkout consists of the following, as a minimum:

- Normal ground, takeoff, in-flight and landing procedures.
- Slow flight, stalls and spin recognition/prevention in clean and landing configurations
- Simulated abnormal and emergency procedures for ground and flight operations.

The pilot/student pilot named below has demonstrated adequate knowledge and capabilities to operate the aircraft competently and safely.

CFI: \_\_\_\_\_  
(print) (sign) (CFI #) (date)

I have received adequate training to operate the aircraft competently and safely.

Pilot/Student Pilot: \_\_\_\_\_  
(print) (sign)

\_\_\_\_\_  
(Pilot / Student Certificate #) (date)