

Pilot's Name _____
Certificate Type & Number _____

This form must be completed in addition to the Aircraft Review sheet and is specific to AeroDynamic Aviation's multi-engine aircraft.

1. LIMITATIONS

What are the following airspeeds (IAS) for this aircraft?

V_{YSE} _____ V_{SSE} _____
V_{XSE} _____ V_{MC} _____
Approach full flaps _____ Approach flaps up _____

SE approach speed and configuration _____

2. PERFORMANCE & LIMITATIONS

You lose an engine at 500' AGL after takeoff from KRHV. What are the procedures and what is the expected Rate of Climb? _____

How would this be different departing from KTVL? _____

On a normal takeoff from KRHV, at 50' AGL, just prior to retracting the gear, you lose an engine and decide to land straight ahead. Approximately how much runway would you need to stop? _____

Given this knowledge, what airports might be better to practice sim. engine failures on takeoff? _____

CONDITION: 5500 ft pressure alt, 0°C, max takeoff weight, no wind.

What is the climb rate? _____ What is the SE climb rate? _____

Define service ceiling _____

Define absolute ceiling _____

What is service ceiling at max weight? _____ One engine inop? _____
What is absolute ceiling at max weight? _____ One engine inop? _____

Can we carry passengers while practicing stalls? YES NO
What is the recommended power setting for power-on stalls? _____ MP _____ RPM

Pilot's Initials _ _ _

3. MULTI-ENGINE SPECIFICS

How does a pilot identify a failed engine? _____

If an engine fails while in cruise flight, what steps must be taken to restore power?

What are the steps to take if power is not restored?

In the event an engine fails, can all onboard fuel be fed to the remaining engine? If so, please explain how and any limitations: _____

Why do we not practice manual gear extensions in this aircraft? _____

How is feather accomplished in this aircraft? _____

Does it have unfeathering accumulators? If not, how is unfeathering accomplished?

Why do the props not feather on the ground? _____

Define V_{MC} . _____

What determines V_{MC} ? _____

Define Accelerate-Stop distance.

Does this aircraft have a critical engine? If so, which one? _____

What defines an engine as critical? _____

When practicing single-engine operations, what power settings should be used to simulate zero-thrust? MP _____ RPM _____ and cowl flaps should be _____ on operating engine and _____ on inoperative engine.

I have read, understand, and agree to comply with the POH or AFM and will operate the aircraft within the limitations established by the manufacturer and AeroDynamic Aviation.

Pilot's signature

Date

Print pilot's name

Checkout Items - must exceed PTS standards for their level of certificate/rating

- | | |
|--|--|
| <input type="checkbox"/> Documents on file | <input type="checkbox"/> Normal/crosswind takeoff |
| <input type="checkbox"/> Renter's insurance | <input type="checkbox"/> Normal/crosswind landing |
| <input type="checkbox"/> Dispatch procedures | <input type="checkbox"/> Short-field takeoff & landing |
| <input type="checkbox"/> Preflight planning | <input type="checkbox"/> Steep turns |
| | <input type="checkbox"/> Slow flight |
| <input type="checkbox"/> Preflight inspection | <input type="checkbox"/> Power-on & off stalls |
| <input type="checkbox"/> Airworthiness | (to first indication only) |
| <input type="checkbox"/> Checklist usage | <input type="checkbox"/> Stall recovery/spin awareness |
| <input type="checkbox"/> Fueling & servicing | <input type="checkbox"/> Electrical fire/fault/failure |
| <input type="checkbox"/> Start, taxi, runup | <input type="checkbox"/> Crossfeed operation |
| <input type="checkbox"/> Climb, cruise climb | <input type="checkbox"/> V _{MC} demo |
|
 | |
| <input type="checkbox"/> Simulated Emergencies | |
| ○ Engine failure before V _{MC} | |
| ○ Engine failure at cruise (no lower than 3500' AGL) including shutdown and restart procedures | |
| ○ Approach & landing with one engine inoperative (zero thrust) | |

I have personally reviewed and corrected this form. I have reviewed any areas found deficient and completed ground training with the above-named pilot. I have completed the flight checkout and find the above-named pilot's knowledge and training adequate to safely operate this aircraft.

Instructor's signature

Date

Print instructor's name

Pilot's Initials ___ ___ ___