

AMELIA REID AVIATION

Checkout for Citabria 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?
- Has tailwheel endorsement?
- 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 and mounting bolts / U bolts
 - o tailwheel mount integrity, three bolts with safety pins, U bolt
 - o checks tailwheel steering lock mechanism, arm mounted on rudder
 - o wrinkles in skin or paint cracks near weak points:
(vert stab post tube, main gear leg attachment points)
 - o Fuel quantity visually and fuel drains (differences)
 - o GENTLE shake of wings

Startup, taxi, runup:

- pull out plane before start, point tail away from hangars, people, etc
- starts with stick back, does not race engine, leans for taxi
- proper radio usage without too much coaching
- taxi without dragging brakes, anticipates turns
- keeps looking around
- proper stick positions considering wind
- no cowboy turns

Takeoff and climb out:

- Smoothly adds power
- lifts tail to just below level flight position and keeps it there as plane 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 how far down the nose has to be for cruise attitude
- uses stick to set attitude and hold altitude and trim to remove stick pressures
- flies straight: wings level, pitch attitude stays set, no creeping yaw
- Is better than PTS standards - Private +-100'; Comm/CFI +-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)
- CFI - slow rolls to 30 degrees of bank either way without changing headings
- 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 to bottom of green arc without changing direction or altitude
- trims off stick 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
- CFI - Can demonstrate a cross controlled stall with wing drop in either direction
- CFI – spins: incipient and 3 turn in either direction, max 120mph and 3G in 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
 - alt air/carb heat, mixture, fuel valve, primer/fuel pump, 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 for three point (descend, level off, increase attitude in small steps to 3 point as plane slows, hold off, touchdown, stick fully back)
- proper recoveries for bounce and balloon (go around if any doubt)
- stick 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, power up, tail up level attitude, goes straight
- at least three landings to full stop and taxi back, one go around from the flare and one touch and go, more if need coaching

- able to land straddling the centerline
- CFI need to be able to do wheel landings
- Crashing onto the runway from several feet up does not count! We like smooth landings.

Go arounds:

- proper technique and attitude control
 - o Mixture, throttle, carb heat advance; attitude hold no higher than Vy
- trim used to remove stick force

Postflight:

- RHV convention for crossing Yankee and hold short of Zulu
- 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
- No wheel landings
- No acro without acro checkout
- ECA / KCAB / toebrakes / heelbrakes

Currency:

- Must have flown at least three takeoffs and landings to full stop in a Citabria in the past 30 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 heel or toe brake airplanes, and ECA or KCAB, can only rent variant that checked out in
 - Heel brake to toe brake or vice versa requires taxi practice, and 3 takeoffs and landings
 - ECA to KCAB or vice versa requires wt&bal and performance review plus maneuvering flight and 3 takeoffs and landings
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