RECOMMENDED CHECKOUT ITEMS FOR NEW MEMBERS – N811TW

The CFI is ultimately responsible for conveying the knowledge necessary to fly the aircraft safely and proficiently. We suggest that the CFI cover the following topics during the N811TW checkout with special emphasis on the items that are unique to N811TW's avionics and systems

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□ **Review proper use of the avionics:**
1. Audio Panel
2. KAP 140 Autopilot
3. GNS530W, with traffic alert
4. Transponder
5. Engine Monitoring
6. Audio Panel

□ **Thorough preflight procedures**
1. Preflight - per the POH
2. Items unique to 811TW:
   a) Antenna locations
   b) Documents on board
   c) Fuel dipstick and chart
   d) Checking proper oil level
   e) Strut height
   f) Gatts jar for fuel testing
   g) Proper glass care inside and out: no items on glareshield; don't touch displays; **only use microfiber on glass**

□ **Starting and Run Up**
1. Priming
2. Leaning for taxi
3. Cold and hot start procedures
4. Run up checks and procedures

□ **Taxi**
1. During taxi checks (AI, HSI, TC)
2. Brake test

□ **Takeoff**
1. Normal takeoff
2. Soft Field flap settings and speed
3. Short Field procedurs
4. Tap brakes before putting gear up

□ **Climb and cruise**
1. Proper power settings
2. Leaning for fuel flow and CHT at cruise
3. Cowl flaps

□ **Flight Envelope at Altitude**
1. Slow speed control
2. Stalls, power on and power off
3. Steep turns
4. Simulated go-around with full flaps

□ **GPS Steering (GPSS)**
1. Understand the settings for engaging GPS steering
2. Execution of IAPs
3. Settings for navigation

□ **Autopilot**
1. Basic HDG and ALT mode on AP
2. AP disconnects
3. GPS "direct to" waypoint
4. Hold down CLR = Nav1 page
5. Hold down comm. button = 121.5
6. Other basic GNS530W usage and procedures
7. Loading flight plans in GNS530W

□ **Use of GPS and Auto Pilot for the IFR pilot (in addition to the above)**
1. Altitude pre-select and altitude hold
2. Loading IFR flight plans in GNS530W
3. Fly coupled approach with AP and GNS 530W

□ **Emergency Procedures**
1. Vacuum system failure
2. Electrical failure – systems affected and procedures for reinstating electrical system

□ **Mixture settings**
1. Mixture settings for high altitude takeoffs
2. Mixture settings for approach to landing (in anticipation of a go-around)

□ **Pattern Work and Landing**

1. Proper power settings and airspeeds for downwind, base and final
2. Full flap and no flap landings
3. Proper landing procedures: (nose is heavy, land on mains. feet off brakes, no flat spots
4. Pre-landing and post-landing checklists

□ **Go Arounds**

1. Discuss situations requiring go-arounds
2. Procedures for going around – flaps, throttle advance, communications etc.

□ **Shutdown and Mooring**

1. Use of shutdown checklist
2. Ensure Master is shut off

□ **Unique to N811TW**

1. Use of cowl flaps
2. Proper use of brakes to avoid flat spots
3. Proper engine management – CHT approximately 75 degrees Rich Of Peak.
4. Don't adjust seat sitting on it – lift your butt off it while cranking
5. Don't overfill the oil – dipstick can read low if shoved in quickly and not all the way down.
6. Close door slowly and hold tightly while advancing the locking lever. Don't slam doors with handle down

CFI: Please endorse member's logbook specifically noting this checkout for N811TW was satisfactorily completed. Thank you!