

# North Star Flyers Checkout Form

**Name:** \_\_\_\_\_ **Date:** \_\_\_\_\_ **Type:** \_\_\_\_\_ **Initial** \_\_\_\_\_ **Annual** \_\_\_\_\_

**Aircraft:**                                    **N839KT**                                    **N79567**                                    **N22473**                                    **N5038M**                                    **N15380**

<b>General Policies (Initial Only Except Quiz)</b>	<b>In-Flight Maneuvers</b>	
Bylaws/Operating Procedures	Steep turns	
Parking	Slow flight	
Hangar doors access/operation	Approach to landing stalls	
Computers and scheduler	Takeoff and departure stalls	
Refueling	GPS operation (if equipped)	
Payment policies	Autopilot use (if equipped)	
<b>Preflight</b>	<b>Emergencies</b>	
Cockpit and avionics orientation	Engine failure on takeoff roll, climb, cruise	
Preflight inspection	Electrical failure	
Weather information	Engine fire	
Weight and balance	Electrical fire	
Performance planning	Emergency descent	
Checklists	Power off approach (maximum glide)	
Airport diagram	Door unlatched	
	Landing gear malfunction (if equipped)	
<b>Before Takeoff Ground Operations</b>		
Engine starting procedures	<b>Landings</b>	
Radio communications	Normal landing	
Taxiing	Short field landing	
Engine runup	Soft field landing	
Before takeoff checks	Crosswind landing	
	Rejected landing (go-around)	
<b>Takeoffs</b>		
Normal takeoff	<b>After Landing Ground Operations</b>	
Short field takeoff	After landing checks	
Soft field takeoff	Landing gear and flap controls use	
Crosswind takeoff	Shutdown procedures	
Rejected takeoff		
Shaded items are required and must be noted "S" for checkout to be complete. Others are at the discretion of the North Star Flyers CFI.  Key: S - Sat U - Unsat Blank - Incomplete  Instructor Comments:    CFI Signature _____	<b>Instrument Procedures *</b>	
	Basic instruments	
	Recovery from unusual attitudes	
	Holding	
	Precision approach	
	Non-precision approach	
	Partial panel approach	
	Circling approach	
	Landing from straight-in or circling approach	
		* All are required for IPC; indicated procedures are minimum required to fly IFR in club aircraft