

**Orientation / Checkout flight**

**N5632Q**

**1965 Mooney M20E “Super 21”**

**SN: 672**



## **Pilots:**

The following list comprises a number of items to help you transition to N5632Q. Please use the suggestions to help you get comfortable.

### **Preflight:**

- 1) Please neatly fold/roll the airplane cover and store in the baggage area.
- 2) When sumping the fuel on the floor of the plane, please make sure the lever goes back down when you release it. If it sticks in the open position it will pour fuel onto the ground.
- 3) Oil level should not exceed 7 qts. Please add at any level below 5qts.
- 4) Please remove the pitot cover before flight.
- 5) Please do not step on the flaps for ingress or egress.
- 6) The tow bar is in the luggage compartment.
- 7) DO NOT ALLOW ANYONE TO TOW THIS PLANE with a mechanical tow that does not lift the entire nose gear. If you turn too sharp it can very easily damage the nose gear trunnion. Expensive \$\$\$ to repair.
- 8) The procedures checklists, POH are in the seatbacks. The fuel sump cup is on the hat rack.
- 9) Please keep 1 extra qt of oil in the cargo area inside the plastic bag. Oil rags are in the plastic bag.
- 10) Lock the cargo door for flight. If it comes open, it will depart the plane and you will not enjoy the rest of the flight. It is a separate key from the ignition.
- 11) Make sure to record your starting TACH time before you begin your flight.

### **Post flight:**

- 1) Aircraft must be refueled with 100LL to 1" below FULL. There is a \$100 service charge plus fuel should you not fill the aircraft after your flight.
- 2) The TACH time will be your recording time for the flight. Write down your ending time.
- 3) Use the manual tow bar to place the plane back in it's tie down location. NO tow motors!
- 4) There are separate microfiber towels and cleaner for the painted surfaces. Use them on each flight. Leading edges, cowling, tail surface, wherever there are bugs. The plane needs to be left at least as clean as when you started your flight. The next pilot will appreciate it! If you choose not to clean the aircraft you will be billed for it's cleaning (\$100).
- 5) Please clean out the cockpit area and back seats. Put away all cleaning products.
- 6) Replace the pitot cover and aircraft cover after cleaning. There is a \$100 charge for not replacing the aircraft covers after your flight.

Aircraft orientation completed:

\_\_\_\_\_ Pilot signature \_\_\_\_\_ date

\_\_\_\_\_ Printed name

## Checkout Form (page 1 of 2)

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### GROUND CHECK

- 1) [ ] Takeoff, landing, and cruise performance at maximum gross weight. Takeoff roll and landing distance over 50-foot obstacle. Cruise range in hours and miles.
- 2) [ ] Airspeeds: Rotation speed; normal climb speed; best glide speed; stall speeds; landing gear and flap deployment speeds; maneuvering speed; never exceed speed;  $v_x$  and  $v_y$  at sea level and at 10,000 feet. Spiral descent procedure.
- 3) [ ] Botched Landing procedures; porpoise and recovery. Prop Strike.
- 4) [ ] Fuel and oil requirements (7 qt maximum, 5 qt minimum of oil). Auxiliary fuel pump.
- 5) [ ] Location and use of constant speed propeller. Power settings for climb, cruise, and for the pattern.
- 6) [ ] Landing gear and flaps: Normal operation (NOTE: Emergency extension procedure for gear). Gear down and locked indicators. Use for short field situations. Use of cowl flaps.
- 7) [ ] Use of all systems and switches in the aircraft. Ram Air system. Pre-flight inspection of door position (open & closed).
- 8) [ ] Use of GNS480 system. Instrument pilots must be able to program approaches.
- 9) [ ] Permissible loading. See weight and balance records. Do at least one weight and balance calculation for this aircraft.
- 10) [ ] Preflight check.
- 11) [ ] Refueling aircraft. (1" below full) (make clear \$100 + fuel charge for not refueling aircraft).
- 12) [ ] Parking and tie-down. Clean and secure aircraft. Replace aircraft cover (make clear \$100 charge for not reinstalling aircraft cover).
- 13) [ ] Check-in aircraft and complete dispatch form. Notify of any squawks.

### Instructor Notes:

## Checkout Form (page 2 of 2)

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**FLIGHT CHECK** [Items marked \* are not mandatory. Suggested tolerances are only a guide]

1.  Use of checklist. **Note:** especially gear, flap, and prop operation.
2.  Takeoffs: normal; no flaps; short field; soft field. (Tolerances: all airspeeds within ~ 10 Mph of nominal)
3. \* Aborted takeoff at rotation speed.
4.  Climbs: normal; best angle; best rate. (Tolerances: all airspeeds within ~5 Mph of nominal)
5.  Slow flight: with flaps; without flaps. (Tolerances: all airspeeds ~10 Mph; no inadvertent stalls; altitude ~100 feet)
6.  Stalls: Power off; approach; departure, accelerated, from go-around. (Tolerances: Proper corrective action taken)
7. \* Steep turns (45 degree bank). (Tolerances: bank ~5 degrees; altitude ~100 feet; roll out heading ~20 degrees)
8.  Emergency procedures: Landing gear, electrical system, and spiral recovery.
9.  Instrument proficiency: Straight and level cruise; unusual attitudes; turns to heading; altitude changes. (Tolerances: cruise heading ~10 degrees; roll-out heading ~15 degrees; altitude ~150 feet)
10.  For instrument rated pilots: At least one instrument approach.
11.  Landings: Normal; no flaps; short field; soft field. (Tolerances: approach speeds within ~5 Mph of nominal)
12.  One short field landing at Umatilla (X23) (Approximately 2500 feet paved)
13.  Go around from full flaps approach. Porpoise procedures.
14.  **Min. requirements: Private pilot certificate with 3 hours dual or 10 hrs in make and model and CFI checkout. Complex endorsement.**

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INSTRUCTOR'S CERTIFICATION: I certify that \_\_\_\_\_ has completed his/her Mooney M20E checkout on this date: \_\_\_\_\_, having demonstrated all items checked above to my satisfaction.

Instructor Signature: \_\_\_\_\_ Date: \_\_\_\_\_

CFI#: \_\_\_\_\_ Expires: \_\_\_\_\_

Checkout type: Annual  Initial  Last medical date: \_\_\_\_\_ Class 1 2 3