



## MEMBER CHECKOUT

V1.3 – Oct 17/2021

Name of Member: \_\_\_\_\_

Date of Checkout: \_\_\_\_\_

Aircraft Type: \_\_\_\_\_

Aircraft Ident: \_\_\_\_\_

Check Pilot: \_\_\_\_\_

Check Pilot Signature: \_\_\_\_\_

In all checkouts the ODFA approved Flight Instructor shall be PIC.

	EXERCISE <small>*Night Checkout Exercises May Vary at Slightly at Instructor Discretion*</small>	MARK				REMARKS	
2	DOCUMENTS / AIRWORTHINESS	1	2	3	4		
	AIRPLANE PERFORMANCE	1	2	3	4		
	WT / BALANCE / LOADING	1	2	3	4		
	PRE-FLIGHT (walkaround)	1	2	3	4		
	ENGINE START/RUN-UP/CHECKLIST	1	2	3	4		
4	TAXIING	1	2	3	4		
9	STEEP TURN	1	2	3	4		
11	SLOW FLIGHT	1	2	3	4		
12/13	STALL SPIN – Recovery (Brief Only)	1	2	3	4		
14	SPIRAL – Recognition/Recovery	1	2	3	4		
16	TAKE-OFF (Go/No Go Point, Emergency Review, Airmanship)	1	2	3	4		
17	CIRCUIT PROCEDURES (must complete 5 circuits for initial checkouts)	1	2	3	4		
18	APPROACH AND LANDINGS	1	2	3	4		
15	SLIPPING	1	2	3	4		
18C	OVERSHOOT	1	2	3	4		
22	FORCED APPROACH A) Control/Approach B) Cockpit Procedures	1	2	3	4		
		1	2	3	4		
24	INSTRUMENT (Inadvertent entry into cloud/Icing etc)	1	2	3	4		
29	EMERGENCY PROCEDURES 1) 2)	1	2	3	4		
		1	2	3	4		
30	RADIO COMMUNICATION (NORDO)	1	2	3	4		
FINAL ASSESMENT MARK REQUIRED 50		PASSED <input type="radio"/> FAILED <input type="radio"/>		MARK			REMARKS



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### 4 POINT MARKING SCALE

<p style="text-align: center;"><b>4</b></p> <p style="text-align: center;"><b>ABOVE STANDARD</b></p>	<p><b>Performance is well executed considering existing conditions:</b></p> <ul style="list-style-type: none"> <li>• Aircraft handling is smooth and positive with a high level of precision.</li> <li>• Technical skills indicate a thorough knowledge of procedures, aircraft systems, limitations and performance characteristics.</li> <li>• Situational awareness is indicated by continuous anticipation and vigilance.</li> <li>• Flight management skills are exemplary and threats are consistently anticipated, recognized and well managed.</li> <li>• <b>Safety margins are maintained through consistent and effective management of aircraft systems and mandated operational protocols.</b></li> </ul>
<p style="text-align: center;"><b>3</b></p> <p style="text-align: center;"><b>STANDARD</b></p>	<p><b>Performance is observed to include minor errors:</b></p> <ul style="list-style-type: none"> <li>• Aircraft handling with appropriate control input includes minor deviations.</li> <li>• Technical skills indicate an adequate knowledge of procedures, aircraft systems, limitations and performance characteristics to successfully complete the task.</li> <li>• Situational awareness is adequately maintained as candidate responds in a timely manner to cues and changes in the flight environment to maintain safety while achieving the aim of the sequence/item.</li> <li>• Flight management skills are effective. Threats are anticipated and errors are recognized and recovered.</li> <li>• <b>Safety margins are maintained through effective use of aircraft systems and mandated operational protocols</b></li> </ul>
<p style="text-align: center;"><b>2</b></p> <p style="text-align: center;"><b>BASIC STANDARD</b></p>	<p><b>Performance is observed to include major errors:</b></p> <ul style="list-style-type: none"> <li>• Aircraft handling is performed with major deviations and/or an occasional lack of stability, over/under control or abrupt control input.</li> <li>• Technical skills reveal deficiencies either in depth of knowledge or comprehension of procedures, aircraft systems, limitations and performance characteristics that do not prevent the successful completion of the task.</li> <li>• Situational awareness appears compromised as cues are missed or attended too late or the candidate takes more time than ideal to incorporate cues or changes into the operational plan.</li> <li>• Flight management skills are not consistent. Instrument displays, aircraft warnings or automation serve to avert an undesired aircraft state by prompting or remedying threats and errors that are noticed late.</li> <li>• <b>Safety margins are not compromised, but poorly managed</b></li> </ul>
<p style="text-align: center;"><b>1</b></p> <p style="text-align: center;"><b>BELOW STANDARD</b></p>	<p><b>Performance is observed to include critical errors or the Aim (objective) of the test sequence/item is not achieved:</b></p> <ul style="list-style-type: none"> <li>• Aircraft handling is performed with critical deviations and/or a lack of stability, rough use of controls or control of the aircraft is lost or in doubt.</li> <li>• Technical skills reveal unacceptable levels of depth of knowledge or comprehension of procedures, aircraft systems, limitations and performance characteristics that prevent a successful completion of the task.</li> <li>• Lapses in situational awareness occur due to a lack of appropriate scanning to maintain an accurate mental model of the situation or there is an inability to integrate the information available to develop and maintain an accurate mental model.</li> <li>• Flight management skills are ineffective, indecisive or noncompliant with mandated published procedures and/or corrective countermeasures are not effective or applied.</li> <li>• <b>Safety margins are compromised or clearly reduced.</b></li> </ul>