GOBOSH STANDARDIZED TRANSITION TRAINING

09-10-2008

The Gobosh 700 is a simple, well built LSA. The test and checkout plan make it appear to be complicated, but it's not. The intent is to be thorough for your protection and to emphasize right from the start that Gobosh wants their aircraft operated with safety as a primary concern. As long as an aircraft operates safely, then everyone can enjoy the other primary objective, having fun flying a great new airplane!

Please ensure that your checkout candidate has a chance to sit down with the Airplane Flight Manual and completes the Pre-Checkout Written Test prior to your checkout flight/s. Some questions will require input from you, but for the most part, they are taken from the Flight Manual. The test is designed to get the candidate familiar with the Manual so that if a question arises in the future, he/she will know where to find the answer. It will also make your checkout flight/s go more smoothly.

Please ensure that your checkout candidate gets a copy of the completed test and a copy of the completed and signed checkout plan pages. Please retain the originals for the Gobosh files.

The idea behind using a second instructor is safety. It's a good idea to have the second opinion. It makes transition training more consistent. The first instructor can prepare the candidate with the written test and the complete checkout plan. This may involve more than one flight, based on the candidate's experience and ability. The object is to get the candidate thoroughly knowledgeable and comfortable with the airplane before turning them loose. The second instructor conducts more of a "checkride" and thoroughly checks performance in each area. Performance must meet or exceed the standards set forth in the FAA Private Pilot Flight Test Guide.

This section is under development, and we welcome feedback, input, suggestions, etc.

Dave

Questions, Call Dave Graham at 563-529-2044

GOBOSH 700 PRE-CHECKOUT OPEN BOOK WRITTEN TEST

09-10-2008

Speeds: Rotate	Vr _____	Never Exceed	Vne_____
Best Angle of Climb	Vx _____	Normal Climb	_____ to _____
Best Rate of Climb	Vy _____	Normal Downwind	_____ Base _____
Manuvering	Va _____	Normal Final: Flaps Up	_____ Flaps Down_____
Stall, Landing Config.	Vso_____	Normal Threshold Flaps Up	_____ Flaps Down_____
Stall, Clean	Vs1_____	Short Field, short final	_____
Flaps Extended	Vfe _____	Best Glide	_____
Normal Operating	Vno_____	***Note: Use speeds in Kts only***	

If I've forgotten all my speed numbers, what single speed magic number would be a good safe speed for climb, pattern, and final? _____Kts

Fuel: Type and grade: _____

Note: Rotax permits auto fuel with max 5% ALCOHOL (ASTM 4814), minimum octane 91,

Quantity: Total_____gal. Total Usable_____gal. Unusable_____gal.

Recommended Flight Planning Burn Rate_____gph (3 hours endurance)

Where in cockpit is fuel shut off valve located?_____

Where are fuel sumps or quick drains located?_____

When is auxillary fuel pump used?_____ _____, _____, _____and _____

How is fuel quantity visually checked?_____

Oil: Type: _____

Quantity: Max_____qts. Min _____qts.

Recommended hours between oil change _____hrs.

What is minimum oil temp prior to advancing throttle past idle? _____degrees F

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What cockpit control will help decrease time until minimum temp is realized and help maintain appropriate operating temps on cold days? _____

Explain “burping” the engine as an oil quantity check procedure on a cold engine: _____

Explain hazards of burping the engine: _____

What cockpit controls must be verified prior to using burping procedure: _____off, _____closed

Explain an alternate two step method for checking oil quantity: _____ _____then_____and recheck dipstick.

USE EXTREME CAUTION WHEN “BURPING” THE ENGINE !!!

Engine Coolant: Type:_____ Quantity:_____

How is coolant quantity checked?_____

Where is the Outside Air Temperature sensor located? _____

Tire Pressure: Mains _____to _____psi. Nosewheel _____to _____psi.

Aircraft Dimensions: Wingspan_____ft Height _____ft. Length_____ft.

Design Load Limits: Positive_____g’s Negative_____g’s

Maximum Demonstrated Crosswind Velocity: _____kts.

What is engine recommended time between overhaul?_____hrs.

Engine Horsepoweer: Takeoff_____hp. Max Continuous_____hp.

Engine RPM Limits: Takeoff: _____rpm (5 minutes) Continuous_____rpm

Aircraft Operating Limitations:

As private pilot: _____IFR, _____SPINS

As sport pilot: _____IFR, _____SPINS, _____NIGHT, _____INTERNATIONAL

What is the FAA identifier for the GOBOSH 700 ? _____

What is the recommended radio call sign for the GOBOSH 700 ? _____

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The maximum allowable gross weight for LSA land aircraft is: _____ lbs.

The LSA maximum allowable speed in level flight at maximum continuous power is:_____kts.

LSA aircraft must have a clean configuration stall speed of _____ kts or less.

GOBOSH 700 Weight and Balance:

Max Gross _____ lbs.

Empty Weight _____ lbs.

Useful Load _____ lbs.

Weight of full usable fue l_____ lbs.

Payload with full fuel _____ lbs.

Max Baggage: Total_____lbs. Large compartment_____lbs Small comp_____ lbs

Where is weight and balance information located?_____

Required Documents: _____certificate and SLSA Letter of Operating Limitations
Location in aircraft_____

_____(FAA) Location in aircraft_____

_____limitations. Location in aircraft_____

_____and balance. Location in aircraft_____

What color is the SLSA airworthiness certificate?_____

Canopy: Explain operation of black canopy release levers vs. red canopy release levers.

_____

Where are pitot/static sensors located?_____

Where are pitot/static sediment tank drains located?_____

What RPM is recommended for pre-take off magneto check? _____RPM

What is max RPM drop on magneto check? _____RPM

What max RPM differential is allowed between L and R mag? _____RPM

What RPM should be obtained during full power check on ground runup? _____RPM

Is a full power ground check necessary during a normal runup? _____

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What flap settings are allowable for Take-off? _____degrees, or_____degrees

What is the length of the take-off ground run at 72 degrees and 1460' pressure altitude with 15 degrees of flaps? _____ft. Take-off to 50' altitude distance?_____ft.

What is the landing distance from 50'altitude at 72 degrees and 1460' pressure altitude with 40 degrees of flaps and 45 Kts on final? _____ft. Ground run_____ft.

What climb rate can be expected at gross weight, 72 degrees and 1460' pressure altitude with 0 degrees of flaps and 58 Kts?_____feet per minute.

What is a good fuel burn figure and endurance time for flight planning?_____gph, _____hrs.

How can you lower the fuel burn rate from 5 gph to 4 gph?_____

What is the cruise speed difference between 5000 RPM and 4400 RPM?_____Kts.

If you need to move the airplane by the propeller, what precautions must be taken? Hold the propeller blades at the _____only. Make sure the _____switch is in the _____position and the _____is closed. Do not rotate the _____. What is the preferred method to move the aircraft? _____

Perform a weight and balance calculation for the airplane with two 185 lb. occupants and 10 lbs of baggage with 15 gal of fuel. Are you at or less than max gross?_____ Are you within allowable CG range?_____

HAPPY FLYING SAFELY !!! ENJOY YOUR GOBOSH !!!

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Phase I :

Pilot Information

I certify that I have been instructed in items 1 through 18 above.

Pilot Name (print): _____

Signature _____

Pilots License No. _____

Date _____

Instructor Information

I certify that I have instructed the above named Pilot in items 1 through 18 above and consider him/her competent to act as pilot in command of a Gobosh 700 (AT4L) aircraft.

CFI Name (print): _____

Signature _____

CFI No _____

Date _____

Phase II:

I certify that I have been tested/instructed in items 1 through 18 above.

Pilot Name (print): _____

Signature _____

Pilots License No. _____

Date _____

I certify that I have tested the above named Pilot in items 1 through 18 above, and consider him/her competent to act as pilot in command of a Gobosh 700 (AT4L) aircraft.

CFI Name (print): _____

Signature _____

CFI No _____

Date _____

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G O B O S H
A V I A T I O N

BEFORE FLIGHT

GOBOSH 700 TRANSITION TRAINING

ITEM	DESCRIPTION	PHASE I		PHASE II	
		CFI 1	PILOT	CFI 2	PILOT
1	Review pre-checkout open book exam and discuss candidates questions				
2	Review SLSA Operating Limitations Letter				
3	**Show location of**: SLSA Airworthiness certificate and Operating Limitations Letter - Registration - Flight Manual - Operating Limitation Placards - LSA identifying decal on outer fuselage - LSA certification placard lower right instrument panel - Weight and Balance information and the op-eratin check list				
4	**Review location and operation of:**				
	a Control stick - flaps - trim tab				
	b Ignition Swithc - choke - carb heat				
	c Fuel shut off - oil heat - cabin heat				
	d Cabin vent (center console ever, upper panel lever, indiv vents)				
	e 12 VDC supply, headset jacks, anunciator panel				
	f Engine instruments -				
	g Flight instruments - hobbs meter				
	h Electrical switches - cockpit lighting knos - circuit breakers				
	i GPS - NavCom radio - Transponder				
	j Canopy latches (bot red and black)				
5	**Review GOBOSH 700 annonolies:**				
	a Composite propeller (do not push,pull, except athub)				
	b Oil checking procedure (urpin and alternative method)				
	c Fuel cap (close canopy to fuel and check fuel quantity, put dipstick in at angle towards copilot side,dry stick nd reinsert for accurate fuelquantity check due to capillary action)				
	d Engine cowl doors (will raise slightly in flight)				
	e Free castoring nose wheel (use full rudder then light brake presure to turn)				
	f Engine is offset 0 degrees (requires more right rudder ressure and or light braking to keep aircraft straight during tkeoff roll,especielly wth crosswind from left) add power smoothlyuntill rudder becomes effective				
	g Split flaps not visible from cockpit, all drag (some lift in ground effect) no loss of lift if flaps raised quickly once above ground effect				
	h Center console control knobs pull out and rotate 1/4 turn to lock				
	i Stiff spring on throttle (will att power with loosefriction ock)				
	j High rp settings as compared to other aircraft engines				
	k Oil tremp limit requires keeping the power below2500 rpm until 122 degrees				
	l Engine shutdown slowly, ne mag,pause,2nd mag off (to prolong gearbox life)				
	m Fuel gage needle drops when trasmitting on radio (may cause resrve fuel light to lluminate)				
	n LED annunciator lights and engine instrument are sometimes hard to read in direct sunligh (show rheostat conrol)				
6	Conduct a thorough preflight inspection per Flight Manual Section 4.3 including review of: fuel, oil, coolant (types and quantities), fuel quick drain locations, location of and procedure for checking pitot/static sensors and sediment tanks				

G O B O S H
A V I A T I O N

BEFORE FLIGHT

GOBOSH 700 TRANSITION TRAINING

PHASE I	PHASE II
I certify that I have been instructed in items 1 through 6 above	I certify that I have been tested/instructed in items 1 through 6 above
Pilot Name _____	Pilot Name _____
Signature _____	Signature _____
Pilots License no. _____	Pilots License no. _____
Date _____	Date _____
I certify that I have instructed the above named Pilot in Items 1 through 6 above and consider him/her competent to act as pilot in command of a GOBOSH 700 (AT4L) aircraft	I certify that I have tested the above named Pilot in Items 1 through 6 above and consider him/her competent to act as pilot in command of a GOBOSH 700 (AT4L) aircraft
CFI Name _____	CFI Name _____
Signature _____	Signature _____
CFI No _____	CFI No _____
Date _____	Date _____

G O B O S H
A V I A T I O N

REQUIRED FLIGHT MANEUVERS

GOBOSH 700 TRANSITION TRAINING

Candidates shall be instructed and demonstrate proficiency in at least, but not limited to the following

ITEM	DESCRIPTION	PHASE I		PHASE II	
		CFI 1	PILOT	CFI 2	PILOT
1	Use of check list				
2	Operation of all Avionics (show Com Mon feature, GPS Direct To Nav, Nearest Airport feature,tuning Com throught GPS, And Emergency Panel page)				
3	Use of all controls and switches (including controling oil temp in flight 190-230 degrees with oil heat control)				
4	Taxiing with free castoring nosewheel				
5	Run up				
6	Normal take off (0 flap)				
	Short field take off (15 flaps 53 kts to clear obstacle climb out 60 kts)				
	Soft field take off (15 flaps 45ks ground effect climb 58-60kts				
	Crosswind				
7	Normal landing (40 flaps) - flaps up before braking				
	Crosswind (min flap necessary for runway length)				
	Short field landing (45kts 40 flaps short final)- flaps 0 max braking				
	Soft Field landing (45kts 40 flaps short final) - min braking on roll out				
	Slips to landing				
	0 flap landing				
8	Go arounds from full flap configuratioin (full power, flaps 15)				
9	Slow Flight (0 flaps 45 kts, 360 right and left)				
	Slow flight (40 flaps 45 kts, 360 right and left)				
10	Demonstration of Lack of Aileron Effectiveness in slow flight. Reminder of lack of effectiveness of Ailereon control in a crosswind at slow speed.				
11	Power off stall (0 flap recover with pitch only)				
12	Approach to landing stall (straight ahead 40 flaps)				
	Approach to landing stall (40 flaps 20 degree bank - sim base to final)				
13	Power on stall				
14	Accelerated stall - 45 degree bank				

ITEM	DESCRIPTION	PHASE I		PHASE II	
		CFI 1	PILOT	CFI 2	PILOT
15	Steep turns 45 degree bank				
16	Emergency Procedures: REVIEW - engine failure after take off, at altitude (stress use of carb heat and fuel pump) engine fire in flight, cockpit fire in flight				
17	Emergency Procedures: Engine Failue on Downwind, demonstrate short approach				
18	Engine gages: Demonstration of Overtemp annunciator. Monitor cylinder head temperature (overheat remedy - reduce power or lower nose) - ex: cruise at lower power setting or climb at higher airspeed.				

PHASE I

I certify that I have been instructed in items 1 through 18 above

Pilot Name _____

Signature _____

Pilots License no. _____

Date _____

I certfy that I have instructed the above named Pilot in Items 1 through 18 above and consider him/her competent to act as pilot in command of a GOBOSH 700 (AT4L) aircraft

CFI Name _____

Signature _____

CFI No _____

Date _____

PHASE II

I certify that I have been tested/instructed in items 1 through 18 above

Pilot Name _____

Signature _____

Pilots License no. _____

Date _____

I certfy that I have tested the above named Pilot in Items 1 through 18 above and consider him/her competent to act as pilot in command of a GOBOSH 700 (AT4L) aircraft

CFI Name (print) _____

Signature _____

CFI No _____

Date _____