FLIGHT TEST

DO NOT PROCEED WITH TEST FLIGHT UNLESS YOU HAVE THE REQUIRED PROPER EXPERIENCE, AND THAT YOU FULLY UNDERSTAND FLIGHT TESTING OF AIRCRAFT. DO NOT PROCEED IF THE AIRCRAFT HAS NOT BEEN INSPECTED BY THE PROPER AUTHORITIES. THE AIRCRAFT MUST HAVE BEEN ISSUED A CERTIFICATE OF AIRWORTHINESS.

A/C SERIAL #_____ A/C Reg. #_____ DATE:_____Test pilot name: _____

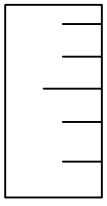
Date start:_____ Fuel Qty in A/C_____ OAT: _____ELEV: _____ Hg: _____

PILOT Sig:_____ Date:_____

USE THE CH 2000 FLIGHT MANUAL FOR PREFLIGHT CHECK. SECTION 4-1, 4-2, 4-3, 4-4, 4-5, AND 4-6 AS A GENERAL GUIDE-LINE. THE CH 640 AIRCRAFT PERFORMANCES WILL BE DIFFERENT.

	Snag	Correct
Take Off:		
Full throttle		
"Stabilized" RPM=_____		
Rudder pressure: normal ? _____		
Noise level normal ? _____		
Acceleration normal ? _____		
Rotate at stall + 5 Kts (apprx. 65 indicated) _____		
"Unstick" pull normal ? (Rotation characteristics) _____		
Distance normal ? _____		
Wheels balanced ? _____		
Climb:		
Full throttle at Vy		
Pitch trim in range ? _____		
Rudder pressure normal ? _____		
Check oil temp =_____ at Zp =_____ft		
Oc =_____		

Mark trim indicator position for take-off position



	Snag	Correct
Stall:		
(Above 2000ft AGL), throttle idle, carb heat as required, reduce speed slowly _____		
(-1Kts/sec) _____		
Flaps up V warning=_____ Vs=_____Kts indicated		
Flaps down V warning=_____ Vso=_____Kts indicated		
Normal behavior ? _____		
Smell of exhaust ? _____		
Normal characteristics ? _____		
Power On stall ? _____		
Level Flight:		
At Zp =_____ft Oe=_____=C		
RPM = 2300; Pman=_____Hg; Vi=_____Kts Trim = 1		
RPM = 2500; Pman=_____Hg; Vi=_____Kts Trim = 2		
Full open RPM; Pman=_____Hg; Vi=_____Kts Trim = 3		
There are no vibrations, special noises, engine roughness _____		
Rudder free, lateral and roll trim are correct. _____		
Rudder adjustment required? _____		
Aileron trim required ? _____		
Yaw / Pitch / roll Stability ? _____		
Left / Right wing tank fuel check ? _____		
Check:		
Cabin Heat _____		
Ventilation _____		
Switch tanks (wing tank option only) _____		
Check leaning mixture _____		
Check handling: Smooth and easy controls _____		
Check compass heading + correction with GPS every 30 deg. _____		
Check Radio communication at the same time (10 miles) _____		
Check canopy air leaks - drafts _____		
Check canopy air leaks - noise _____		
Airspeed calibration test: (Use GPS)		

	Snag	Correct
Dive to VNE flaps up: (Keep trim for Cruise -Vh)		
Throttle idle		
Ailerons not too heavy ? ____		
Foot pressure O.K. ? ____		
Pitch push O.K. ? ____		
RPM=____ ____		
Vibrations ? ____		
(Pull out slowly)		
Flaps down dive to VFE:		
Throttle idle, carb heat ON		
Roll trim O.K. ? ____		
Foot pressure O.K. ? ____		
RPM=____ ____		
Vibrations ? ____		
Carbon Monoxide Test.		
Level, Climb, Stall, Slow flight, Decent, Climb O.K. ?		
Spins:		
Left, one turns O.K. ? ____		
Right, one turns O.K. ? ____		
Approach:		

Throttle BACK

Mixture Rich Carb heat ON Flaps 1/2 DOWN

V approach =1.3Vso =____Kts indicated Trim = (1)

Check speed with GPS

Landing: (Touch down at Vs)	**Snag**	**Correct**
Shimmy ? _____		
Brakes are effective ? _____		
Symmetric? _____		
Check RPM idle =_____		
Mag 1 RPM idle _____		
Mag 2 RMP idle _____		
OFF – mag test		
Both – mag test		
Shut down engine with mixture LEAN		
Mags OFF		
Master OFF		
Take engine clock time _____		
Record position of fuel valve _____		
Tie down, lock aircraft, and complete Log Book.		