

We did get our marching orders from Avemco for the Diamond Star DA-40

The club then took that info and melded it into a set of DA-40 checkout requirements

- 1) For CFI's - a classroom session - review with me or Larry Sward or Steve Bird
 - LFC pride of ownership – ownership mentality discussion
 - A right seat ride in the airplane of unspecified duration
 - A review of the Transition documents – available via links in club online newsletter
 - Transition Training Document
 - Transition Exam document for pilots being checked out (Answer key available)
 - Checklist
 - Airplane Flight Manual/Supplements

- 2) For pilots being checked out
 - Full Membership level
 - Private Pilot or Higher
 - Contact me , Larry, or Steve on how to get keys to the plane
 - Review the Transition Training Document
 - Review the checklist
 - Review the Airplane Flight Manual/Supplements
 - Fill out the checkout exam and be graded by the CFI
 - Minimum 2 hour flight (longer if new to systems listed) emphasizing
 - Free castoring nosewheel
 - Fuel Injection Engine
 - T-Tail Flight Characteristics
 - Constant Speed Prop / Manifold Pressure Operations
 - Garmin 530/430 Operations
 - KAP 140 Autopilot Operations
 - Engine Monitor Operations
 - Emergency Procedures
 - Care and feeding of Composite Airplanes
 - Turn in the signed exam/checkout documentation
 - CFI logbook endorsement “Checkout in DA-40 Satisfactory”