

## **N262VA RV-12ULS TRANSITION TRAINING CHECKLIST**

### **GENERAL**

- RV-12 familiarization Questionnaire.
- Rotax familiarization Questionnaire.
- Calculate minimum usable fuel (4 gal) CG with pilot plus passenger extremes.
- Calculate max range and endurance using 4 gals minimum reserve fuel.
- Light Sport Pilot License Holder Limitations (As Required).
- Instructors may not instruct in UT Light Sport LLC aircraft unless approved by owner.
- Damage reporting: all pilots are required to report damage to aircraft to owner at start and end of flight
- Insurance requirement: Upon completion of checkout, renter acknowledges \$2500 insurance deductible plus \$500 is due within 24 hours of insurance reportable incident. If renter carries renters insurance, \$500 is due within 24 hours of incident.
- Pre-solo student Pilots: Instructor must be present for all aircraft movements including in/out of hangar.
- Overnight at another airport. 5 hrs charged per day regardless of Hobbs time unless prior arrangements made with Owner.

- Pilot documentation requirements.
- Payments due 24 hours after completion of flight, unless prior arrangements made.

### **CURRENCY REQUIREMENTS**

- >90 days- abridged checkout with CFI for Day VFR.
- >30 days – abridged checkout at night with CFI for Night VFR.

### **FUEL**

- How to get a good fuel sample – fuel pump operation for 2 minutes.
- Describe different types of fuel for Rotax engine and characteristics when mixed/water contamination:
  - o Mogas plus ethanol
  - o Mogas with water
  - o Mogas plus ethanol with water
  - o Mogas plus 100LL
- UT Light Sport SOP indicates landing with at least 4 gals in tank is required.
- Enroute Fuel: Pilot to purchase fuel for reimbursement by owner. Reimbursable up to \$0.50/gal over KOGD 100LL published fuel price.

### **PREFLIGHT (IN ADDITION TO CHECKLIST)**

- Complete preflight checklist.
- Operating Limitations – familiarization.

- Fuse Requirements per 91.205 (C) for night flight (non-Light Sport Pilots Only).
- Electronic Flight Instrumentation System (EFIS) Usage.
- Engine Management System Usage.
- Ignition Switch Safety – ignition switches are not tied to master switch.
- Spar Pin Lights – notify Owner/CFI if illuminated and reschedule flight.
- Flaperon Operation vs Aileron.
- DO NOT PERFORM AUTO PILOT BREAKAWAY TEST, CAN RESULT IN DAMAGE TO SERVOS.**

### ROTAX 912 ULS ENGINE

- DO NOT TURN PROPELLER BACKWARD.**
- Oil System: Dry sump, 3 Litre capacity, Aeroshell Sport Plus 4 only.
- Check oil with burping.
- Add no oil unless 3 successful burps are completed. If more than 250mL needs to be added call Owner/CFI.
- Starting – Choke procedure.
- Starter limitation – 10 second cranking requires 2 minute wait between start attempts. Check ignition switches on.

- Coolant addition: Do not add coolant or water to reservoir. Contact owner or CFI if low.
- Avoid RPMs where rough engine occurs.

### TAXI AND GROUND OPS

- Turning and braking with free casting nosewheel
- Taxi Speed: Max 12kts Ground Speed.
- Max Wind speed for taxiing: Unless otherwise authorized, 22 kts wind sustained/gusts.
- Ground control inputs for wind required.
- No Taxiing in or out of hangar. Face aircraft in direction of taxi way prior to engine start and shutdown. Be aware of prop blast and hangar doors. Engine shutdown shall be with aircraft perpendicular to hangar opening.
- Mandatory passenger briefing placard.

### TAKEOFF

- Manipulator of controls during takeoff must have completed UT Light Sport One LLC Transition Training and be appropriately rated and UT Light Sport current.
- No intersection departures, unless more than 3000' runway remaining available.
- Cross wind limitations: 6kt max, 11kt with cross wind checkout.
- Cross wind calculation exercise.

- Care of nosewheel.

**IN FLIGHT**

- Approved Flight Areas – outside requires approval of owner/CFI.
- Careless and reckless operation.
- Aerobatic maneuvers including spins prohibited.
- Minimum safe altitudes.
- Clearing turns required prior to flight maneuvers.
- Flight into Icing.
- AC61-98D Appendix F Pg 43-44, flight portions. (page 4 of this document)

**LANDING**

- Simulated Forced Landings with and without CFI present. 500ft limitation without CFI
- Care of Nosewheel.
- Flap Limitations.
- Except in emergency, no landing at non-paved airports.
- Manipulator of controls during landing must have completed UT Light Sport One LLC transition training and be appropriately rated and UT Light Sport current.

**WEATHER MINIMUMS**

- Student solo pilot OGD pattern: 2000' ceiling, 5 miles visibility of greater.
- Student solo pilot outside OGD pattern: 5000' ceiling and 5 miles visibility.

- Rated Pilot: Personal minimums and VFR Requirements.
- Do not waive wake turbulence delay by ATC.

**CROSS COUNTRY FLIGHT**

- Adhere to Approved Flight Area unless coordinated with Owner or CFI.
- Text Image of nav log or route of flight to Owner/CFI prior to flight.
- Non-reimbursable expenses: Hangar/rental car/hotel/landing fees.

**MAINTENANCE**

- Unless otherwise specified, maintenance to be performed by personnel authorized by owner.
- Renter shall fill tires to 25psi as necessary.
- Renter shall add oil as necessary to maintain proper oil level for operation.
- Rental shall clean canopy using provided cleaner and cloths in a forward to back motion, not circular.
- Renter shall notify owner of any airworthiness discrepancies prior to flight.
- Routine and wear and tear maintenance items shall be reported to owner via text/email.

**ADMINISTRATIVE**

- Airport Badges: renter shall maintain control of badge.

Replacement badges subject to  
\$125 fee by airport billed to renter.

**AREA OF OPERATION (from Private Pilot PTS/ACS)**

- Preflight Preparation**
  - Weather Information
  - Cross-Country Flight Planning
  - Performance and Limitations
  - Operation of Systems
- Preflight Procedures**
  - Preflight Inspections
  - Cockpit Management
  - Before Takeoff Check
- Airport Operations**
  - Radio Communications
  - Airport, Runway, Taxiway Signs, Markings, and Lighting
- Takeoffs, Landings, and Go-Arounds**
  - Normal and Crosswind Takeoff/Climb
  - Normal and Crosswind Approach/Landing
  - Soft-Field Takeoff and Climb
  - Soft-Field Approach and Landing
  - Short-Field Takeoff
  - Short-Field Approach
  - Go-Around Rejected Landing
- Performance Maneuver**
  - Steep Turns
- Navigation**
  - Pilotage and Dead Reckoning
  - Navigation Systems and Radar Services
  - Diversion
  - Lost Procedures
- Slow Flight and Stalls**
  - Maneuvering During Slow Flight
  - Power-Off Stalls
  - Power-On Stalls
  - Spin Awareness
- Basic Instrument Maneuvers**
  - Straight and Level Flight
  - Turns to Headings
  - Recovery from Unusual Flight Attitudes
  - Radio Communications/Navigation Systems
- Emergency Operations**
  - Emergency Approach and Landing
  - Systems and Equipment Malfunctions
  - Automation Failure: Failure of Autopilot and Avionics
- Postflight Procedures**
  - After Landing, Parking, Securing