



## Transition Checkout for LSA

### Ground Discussion

#### **General Review of Sport Pilot Regulations**

- Discuss differences between private pilot flying LSA vs acting with sport privileges

#### **General Review of LSA specific behaviors**

- Discuss Rotax engine differences
  - lack of mixture control, dual carburetors, gear reduction, liquid cooling
  - no windmilling / restart procedures
- Review oil burping method and propeller direction
- Discuss need for 122F oil temperature before > 2500rpm
- Discuss ground steering and braking
- Review right rudder requirement for Gobosh and need to keep nosewheel straight
  - Method for straightening if turned
- Discuss throttle mechanisms and peculiarities
- Review increased need for control deflection in wind and response to wind due to weight
- Discuss crosswind landing rudder removal on Valor before nosewheel drops
- Review lack of stall warning system in Valor
- Discuss inertia factors in wind and increased susceptibility to gusts or turbulence
  - Review crosswind limitations and need for higher speed in wind
  - Explain behavior of getting behind the power curve

#### **Complete written quiz (using POH):**

- a. Explain some of the differences between a Rotax engine and a 'traditional' powerplant found in non-LSA
  
- b. What will happen if the propeller is rotated in the wrong direction while attempting to burp the oil?
  
- c. How far should the throttle be open for engine start with a Rotax?
  
- d. Can an LSA airplane be flown at night? In IFR conditions?
  
- e. How do you check the fuel quantity in this airplane?
  
- f. How is the carburetor heat control used?



**Flight Portion – Additional items for LSA**

- Normal takeoff roll directional control (right rudder in Gobosh)
- Taxi techniques
- Slow flight and review of stall awareness and stall speeds
- Power-off stalls and proper recovery procedures
  - Full flaps
  - No flaps
- Power-on stalls and proper recovery procedures
- Review of power settings for normal cruise
- VSI Comparison for power-off glides, no flaps:
  - At best glide speed, 15% slower, 15% faster
- VSI Comparison for power-off glides, full flaps:
  - At “best glide speed” (estimated for full-flap condition), 15% slower, 15% faster
- Pre-landing procedures
- Normal landings
  - 60kt (or 60mph) approach speed, full flaps
  - 50kt (or 50mph) approach speed, full flaps
  - 45kt (or 45mph) approach speed, full flaps (with power!)
- Normal takeoffs
  - No flaps
  - Half flaps
  - Full flaps (to simulate go-around situation)
- Power-off landings (recall VSI study to determine airspeed for final!)
- Crosswind takeoffs and landings
- Short-field takeoffs and landings
- Soft-field takeoffs and landings

Renter Name \_\_\_\_\_

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

Satisfactorily completed on \_\_\_\_\_

Instructor Signature \_\_\_\_\_

(CFI: Remember to sign off person in MyFBO)