

# WINGS Flight School CHECKOUT N730DT Test

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Certificate No. \_\_\_\_\_

Note: The airplane POH & supplements can be used to help answer the questions in this test. A copy of the POH can be found at [www.wingsflightschool.com/Resources/Documents&Links](http://www.wingsflightschool.com/Resources/Documents&Links)

Review the following manuals:

- >172N-POH-1978
- >Air Plains Supplemental Manual: Cruise Fuel Consumption Page 9 of 10
- >Gross weight increase, Supplemental Manual Document Number 172056
- >G234T Pilots' Guide (G2)

Open the file and type G2 into the FIND box; this will take you to the pages related to the G2.

Review the data points: Carb temperature, GPH, Voltage, and OAT. Color coding: **Green GOOD**, **RED BAD**.

Show where the CHT band is and EGT.

- >This is a carbureted engine, so when leaning, you should be negative -100 below peak, or Rich of Peak (ROP), as indicated by the little square boxes on the graphs.

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## In Flight

- >Climb out, verbally call out CHT, and adjust airspeed accordingly. 85-95KIAS
- >Cruise Flight, verbally call out CHT
- >leaning during flight, call out cylinder number and what the upper box is reading

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The Insight Gauge records each flight by date and time. Any pilot who exceeds the 420°F limitation will be barred from flying this aircraft until they prove they can monitor the system. An instructor will have to review these items and fly with that person before they are allowed to fly it again. The second indent will cause the complete banding from the plane.

By signing below, I acknowledge that I understand these requirements.

Name: \_\_\_\_\_ Certificate Number: \_\_\_\_\_ Date: \_\_\_\_\_

Flight Instructor's approval to fly N739DT

Name: \_\_\_\_\_ Certificate Number: \_\_\_\_\_ Date: \_\_\_\_\_