601 XL SLSA FLIGHT TEST AUTHORIZATION

This approval document is not valid unless all Signatories have signed.

Quality Assurance Declaration A search for Advisory Directives or Service Bulletins which affect this aircraft or any component of this aircraft has been conducted. Any issues arising from this search have been dealt with in an appropriate manner.						
also A review of all manufacturing and Quality Control documents, registrations, flight permits, insurance and log books, indicate that this aircraft has been properly prepared for flight test. Any outstanding snags or issues do not affect airworthiness of the aircraft or violate any regulations.						
Pre-Flight inspection has been completed and no airworthiness issues are outstanding.						
Director of Quality Assurance: Date:						
A Pre-flight information meeting is to be held with the following in attendance:						
Quality Assurance Quality Control						
Director of Mfg Pilot						
Date:						
THIS AIRCRAFT IS RELEASED FOR FLIGHT TEST						
Director of Quality Assurance Date:						
PROCEED TO FLIGHT TEST Pilot must adhere to all Company policies and procedures and FAA regulations and requirements pertaining to Flight testing of this aircraft.						
Special Airworthiness Certificate:						
Aircraft # is accepted by the pilot for Flight testing						
Pilot Signature: Date:						

DO NOT PROCEED WITH TEST FLIGHT UNLESS TEST FLIGHT APPROVAL HAS BEEN SIGNED BY ALL REQUIRED PERSONS.

A/C SERIAL # A/C Reg. # DATE:Test pilot name:		_
Date start: Fuel Qty in A/CL OAT:°C ELEV:ft PRES	S:	bar
Sign: Date: Weight & Balance Dat	e:	
USE THE CH 601 POH FOR PREFLIGHT CHECK.	\rangle	
Avionics installed: Yes No		
Take Off:	Squawk	Correct
Full throttle	equa	0011000
Static RPM=		
Rudder pressure normal?		
Noise level normal?		
Acceleration normal?		
Rotate at 1,2 x Vs (approx. 85km/h indicated)		
"Unstick" pull normal? (Rotation characteristics)		
Take off Distance normal?		
Wheels balanced?		
Climb:		
Full throttle at Vy=130km/h (IAS)		
rpm=(Max. continuous power ~5500rpm)		
Pitch trim in range?		
Rudder pressure normal?		
Climb rate normal?		
Check oil temp = at Press. Alt. = ft		
O.A.T. =°C	1	
Mark trim indicator position for take-off position		

A/C SERIAL # DATE:	Pag	e 3 of 7
Stolle D. C.	Squawk	Correct
Stall: Range: 65 to 75km/h flaps down, 75 to 83km/h flaps up Power on 52 to 61km/h.	Squawk	Correct
Above 2000ft AGL, trim to Vt (100km/h) prior to beginning stalls		
Throttle idle, carb. heat as required, reduce		
speed slowly (-2km/h per sec)		
Flaps up Vwarning=Vs=I.A.S w/alt. Air		
Flaps down Vwarning= Vso= I.A.S w/alt. Air		
Normal behavior?	>	
Smell of exhaust?	<u> </u>	
Normal characteristics?		
Power On stall?		
Level Flight:		
At Press. Alt. =ft O.A.T.=°C		
RPM = 4350 (75% power); Vi=km/h Trim = 1		
RPM = 4800 (Cruising power); Vi=km/h Trim = 2		
RPM = 5500 (Max cont. power); $Vi = $ km/h Trim = 3		
I.A.S with air on (+28km/h)		
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 (15km)		
Check canopy air leaks - drafts		
Check canopy air leaks - noise		
Airspeed calibration test: (Use GPS with test sheet. Test must be done up wind and down wind. Q.C. completes the calibration chart.)		

A/C SERIAL #		
DATE:	Page 4 of 7	7
<u>Dive to VNE flaps up:</u> (Keep trim for Cruise -Vh)	Squawk	Correct
Throttle idle	1	
Ailerons not too heavy?		
Foot pressure O.K.?		
Pitch push O.K.?		
RPM @ VNE		
Vibrations?		
(Pull out slowly)		
(I dil ode bio wij)		
Flaps down dive to VFE:		
Throttle idle, carb heat ON		
Roll trim O.K.?		
Foot pressure O.K.?		
RPM @ VFE	_	
Vibrations?		
Carbon Monoxide Test: Perform on all aircraft ending with a 0 (zero) serial number.		
Level, Climb, Stall, Slow flight, Decent, Climb O.K.?		
Approach:		
Throttle idle		
Carb heat ON		
Flaps DOWN		
V approach =1.3Vso =km/h indicated		
(approximately 85km/h)		
Trim = (1)	-	
Check:		
Rapidly full power, carb heat OFF		
Pitch pull to climb normal?	-	
Flaps UP		
Trim = (2)	_	
(Again same as above approach.)		

	SERIAL # E:	Pag	ge 5 of 7
Lan	ding: (Touch down at Vs)	Squawk	Correct
	Shimmy?		
	Brakes are effective?		
	Symmetric Brake Pressure?		
	Check RPM idle = (~ 1400 RPM)		
	Mag 1 RPM idle		
	Mag 2 RMP idle		
	OFF – ground out test		
	Both – mag. test		
	Shut down engine		
	Mags OFF		
	Master OFF		
	Record engine clock time		
	Record position of fuel valve		
	Tie down, lock aircraft, and complete Log Book.		
		1	
A.	Flight Test Log Book #1 for flight test number one. A/C cannot be flown again until Flight Test Log Book is signed off by test pilot a	and O.C	
	Flight test completed YES NO	ına Q.C.	
B.	Flight Test Log Book #2 for flight test number two.		
	A/C cannot be flown again until Flight Test Log Book is signed off by test pilot a	and Q.C	
	Flight test completed YESNO		
C.	Flight Test Log Book #3		
	A/C cannot be flown again until Flight Test Log Book is signed off by test pilot	and Q.C	
	Flight test completed YESNO		
	Flight test complete		
	Flight test completion dateTest pilot sig.:		

PILOT STAMPS AIRCRAFT CONFORMITY STAMP INTO THE FLIGHT TEST LOG BOOK AND

RETURNS AIRCRAFT AND DOCUMENTS TO Q.C.

Page 6 is for airspeed calibration Page 7 is for installed avionics

Airspeed calibration test

IAS	20	30	40	50	60	70	80	90	100	110	120	\130	140
GPS A												>	
GPS B													
											1		
TRUE IAS													

Enter IAS in POH Section 5

A/C SERIAL # DATE:		I	Page 7 of 7
	<u>Installed Avionics</u>		
Part Number	Description/Make	Squawk	Correct
		\	
<u>N/A</u>	IFR aux headset jacks/PPT switch		
<u>N/A</u>	Avionics database up-date		
When installing the Gainstrument approaches	armin GNS 430, the following flight tests must be complete.	d by making 3 (GPS
Known threshold coord	dinates for runway at Eastman GA (EZM) are: N3212	2.86 W8307.6	38
For Garmin GNS 430:			
1st approach GPS ind	icated at runway threshold		
2nd approach GPS inc	dicated at runway threshold	_	
(icated at runway threshold		
The maximum recorde	d error ofNMI andNMI must be within the .25	NMI FTE.	
Name	Date		