

Test Card: First Flight from hard-surface runway.

Test #	Date:	TOD:	Pilot:	Chase crew:	Wind:	OAT:	Runway:
1	Runway flight/option-go. Ski full extend, flap up: Check ski pressure, >120 psi. Check that ski pump is operating Accel to 48 KIAS, reduce power to low-accel, then raise nose to AOA=5 deg. Evaluate S&C, forces, trim and ease to smoothly fly. Trim off pitch forces. Note ski damping. Fly at h=2 to 6 ft - Note stab position (-3 to +8 deg), pitch trim, forces and Lat/Dir fly qualities.						
2	Any concerns? If Yes, reduce to idle, land, decel to min speed and taxi back to base.						
3	If no, smoothly apply ~ 80% power, climb & turn for easier runway access. RETRACT SKIS.						
4	Climb at 60 to 65 Kt to 5,000 ft MSL. Note RPM, 5800 max. REMAIN in glide cone to a runway. Note oil and coolant temperatures. Note oil pressure & EGTs						
5	Airspeed/altitude cross-check with chase: 50 and 70 kt						
6	Free-style Flying Qualities - Flap up, PLF at 60 to 70 kt. Note as desired. Headset-off noise level.						
7	Power trim change at 65 kt, level, flap up, PLF: Maintain altitude, note PLF stab angle and trim position. Cycle power to idle, then max: note stab and force change. Note RPM at max power.						
8	Ski trim change: Note stab and force change with skis down. Note seconds to lose 500 ft at idle. Retract skis, check pressure and pump operation, then continue to 9.						
9	Static LongStab: Flap up, PLF. Note RPM & trim position at 65kt: Trim at 65 kt, then slowly dive to 75 & climb to 50kt. Note forces and stab at 50 & 75kt						
10	Static Lat/Dir. Flap up, PLF at 65kt: Slow application of rudder to 50%, aileron to hold heading. KIO at departure indication or with > light buffet. Note Phi-to-beta ratio. Note aileron-to-rudder ratio.						
11	Dynamic Damping. Flap up, PLF at 65kt Three-axis doublets then release. Note damping						
12	Stall approach. Flap up, PLF. Start decel trimmed at 60 kt. Slow decel. Check pitch-out every 2 kt. KIO @ 1st departure or buffet. Note Vs.						
13	Stall approach. Flap up, idle power. Start decel trimmed at 60 kt. Slow decel. Check pitch-out every 2 kt. KIO @ 1st departure or buffet. Note Vs.						
14	Stall approach. Flap up, 75% power. Start decel trimmed at 60 kt. Slow decel. Check pitch-out every 2 kt. KIO @ 1st departure or buffet. Note Vs.						
15	Phougoid damping: Long perios, changing speed for altitude. Initial brief check - does it damp or increase?						
16	Sprial stability. Roll in with rudder, then release rudder. Initial brief check. Does it diverge or return to level?						
17	Flap check Evaluate flap handle forces to Flap one. Note buffet and trim change.						
18	Flap One flying qualities: Repeat Test points 5 through 15, all with Flap at flap-one position.						
19	Ski-down flying qualities: Repeat Test Points 5 though 15 with Skis down.						
20	At 4000 to 5000ft altitude, Skis down and desired Flap position. Practice approaches at 1.3 Vs, flare and float with power at idle KIO at 1.1 Vs (planned touchdown speed).						
21	Free-style and relax as desired, 1.1 Vs to 75 kt. Remain within glide cone of KCOE runway.						
22	The Real approach and landing. Skis down, flap as desired. Stay within glide cone to runway. Approach at 1.3 Vs. touchdown at 1.15 Vs.						
23	Wheel bearing temperature check.						
24	Taxi back and CELEBRATE!						