We did get our marching orders from Avemco for the Diamond Star DA-40

The club then took that info and melded it into a set of DA-40 checkout requirements

- 1) For CFI's a classroom session review with me or Larry Sward or Steve Bird
  - LFC pride of ownership ownership mentality discussion
  - A right seat ride in the airplane of unspecified duration
  - A review of the Transition documents available via links in club online newsletter
    - Transition Training Document
    - Transition Exam document for pilots being checked out (Answer key available)
    - Checklist
    - Airplane Flight Manual/Supplements
- 2) For pilots being checked out
  - Full Membership level
  - Private Pilot or Higher
  - Contact me, Larry, or Steve on how to get keys to the plane
  - Review the Transition Training Document
  - Review the checklist
  - Review the Airplane Flight Manual/Supplements
  - Fill out the checkout exam and be graded by the CFI
  - Minimum 2 hour flight (longer if new to systems listed) emphasizing
    - Free castoring nosewheel
    - Fuel Injection Engine
    - T-Tail Flight Characteristics
    - Constant Speed Prop / Manifold Pressure Operations
    - Garmin 530/430 Operations
    - KAP 140 Autopilot Operations
    - Engine Monitor Operations
    - Emergency Procedures
    - Care and feeding of Composite Airplanes
  - Turn in the signed exam/checkout documentation
  - CFI logbook endorsement "Checkout in DA-40 Satisfactory"