

PACIFIC FLYING CLUB CHECKRIDE FORM

Member: _____
 Today's Date: _____
 Aircraft: _____

PIC Hours in last 12 months: _____
 Total PIC Time: _____
 Last Date Flown: _____

EXERCISE	REQUIREMENTS TO PASS	SCORE**									
Walk Around	Sequential, Nothing Missed	S SB U									
Taxiing	Correct taxi speed; aileron X-W control; use of brakes	S SB U									
Radio Procedures	Phonetic alphabet; call sequence; timing; no missed calls	S SB U									
Comm Panel (C172)	Brief as required to ensure familiarity and competence	S SB U									
ZBB Procedures	Current and familiar. (N.B. Charts & CFS, CSK8, CAK3)	S SB U									
Slow Flight <1.2*Vso	Climbing/descending turns at 30° bank	S SB U									
Stalls (Pwr ON & OFF)	One stall power ON in climbing or descending turn	S SB U									
Forced Approach	Safe flying demonstrated	S SB U									
Overshoot Procedure	From forced approach, safety	S SB U									
Short Field Landing	Touchdown point, aircraft alignment, safety	S SB U									
(Soft/Short) Takeoff	One short or soft required an one normal or full load	S SB U									
Obstacle Takeoff	To 200 ft; correct use of flap & airspeed in climb out	S SB U									
Soft Field Landing	Touchdown point, aircraft alignment, safety	S SB U									
Crosswind Control	During takeoff, climb out; approach & landing	S SB U									
Normal Landing	Centreline control, rotate speeds, climb speeds	S SB U									
Parking / Knot Tying	Within the "T", CORRECT Knot	S SB U									
Full Load Check***	At max gross less 10% minimum to qualify	S SB U									
OVERALL ASSESSEMENT		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">S</td> <td style="width: 80%;">Satisfactory</td> </tr> <tr> <td></td> <td style="text-align: center;">SB</td> <td>Satisfactory with Briefing</td> </tr> <tr> <td></td> <td style="text-align: center;">U</td> <td>Unsatisfactory</td> </tr> </table>		S	Satisfactory		SB	Satisfactory with Briefing		U	Unsatisfactory
			S	Satisfactory							
			SB	Satisfactory with Briefing							
			U	Unsatisfactory							
**SCORE:											
This was a: Check Ride Mountain Check US check Soft Field Check (Circle and Highlight One) Flight Time: _____ Briefing Time: _____ Weather Conditions: _____ Location (area of ride): _____											

Checkride passed: **Y** **N**
 Additional Dual Required: **N** **Y** (Any exercises where standard not met)

Next Checkride must be completed by **FIRST DAY OF** _____, 200__ (**1 YEAR FOLLOWING IF ALL SATISFACTORY; OTHERWISE 6 MONTHS**)

Open Book Test: Must be completed yearly and attached to checkride form.

Note: RPP Holders require a checkride every 3 months regardless of PIC time or results.

INSTRUCTOR SIGNATURE: _____ **MEMBER'S INITIALS:** _____ **CFI:** _____

Dispatch Use Only FBO updated: _____ Date: _____

*** Full Load Check is required once per high wing aircraft and once per low wing aircraft.

PACIFIC FLYING CLUB CHECKRIDE FORM

GENERAL NOTES:

Flying skills deteriorate without practice. The purpose of the club checkride policy is to ensure that club members meet certain minimum skill levels to be considered safe pilots. Any member, regardless of total time or previous experience may suffer a degradation of flying skills after periods of little or no flying. The basic criterion for passing the checkride is simple. Ask yourself if you consider the member safe enough to fly your family around. If the answer is "no", then the member should not be allowed to continue to fly until his skill level is assessed satisfactory through further dual flying.

However, the checkride is NOT a flight test, and should not be conducted as a flight test. Use the time to assess the exercises overleaf, and, when appropriate, demonstrate and or correct any skill that will enhance the member's flying ability. Pay particular attention to takeoff and landing skills and correct any tendency to unsafe procedures or practices. Crosswind control, in particular, is a major source of embarrassment to pilots who, through no fault of their own, do not have the opportunity to practice in a crosswind very often. In the absence of a good crosswind, have the member fly a slipping approach (simulate flap failure) and hold the slip inputs until entering the flare.

Pilots receiving an initial check on the XP should be thoroughly briefed on engine handling techniques, use of the cowl flaps, the enhanced performance due to the STOL kit etc. At an operationally safe altitude and location, practice slow flight at minimum controllable airspeed and power on stalls with full flaps. Throw in a steep turn at the last moment, while in slow flight, with full flap, and then stall the aircraft. Put the aircraft in unusual attitudes to familiarize the member with the potential of the aircraft, and to provide him with practice in recovery from normal flight departures.

Initial checks on the Piper Warrior should emphasize the differences between it and the Cessna fleet. Namely,

- Fuel selector either left or right but not both, fuel pump operation, increased risk of vapour lock during hot weather due to fuel tank/pump location
- Manual flaps, opposite trim reaction
- POH graphs in density altitude, not pressure altitude
- Different undercarriage requires different landing attitude
- DO NOT attempt to move the rudder by hand on the ground!
- Low wing gives better visibility and more pronounced ground effect
- Upper door latching device can be in locked position without locking.

Ask questions to determine the type of flying that this member habitually practices. Grass landings? Why not? Short field grass landings? Certainly. Short field grass with an obstacle? Fort Langley. Try to ensure that each member walks away from his checkride with the feeling that he has learned something and is now a better pilot from having flown with you.

If you assess the checkride as a fail, use tact and diplomacy to break the news to the member who may be upset with himself and or with you as a consequence.