

Dayton Pilots' Club Annual Flight Review

Member Section			
Member's Name:		DPC Number:	Check Date:
Ratings:		Type of Medical:	Issue Date:
Total Hours:	Hours since Last Annual:	Total Complex:	Total Make & Model:
<p>I certify that I have read and understand all applicable FAA, DPC, and State regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated above. I also understand that maintaining currency, recurring requirements and compliance with applicable directives is my personal responsibility. I certify that I am not taking any medication or other substances that would prohibit me from acting as Pilot In Command.</p> <p>Member's Signature : _____ Date: _____</p>			
Instructor Section			
Type of Checkout (check all blocks satisfactory completed)			
Initial	Annual	Instrument	Night
<p>I certify that I have administered a DPC Flight Check as indicated and that the named member:</p> <p><input type="checkbox"/> Has demonstrated the proficiency required to fly the indicated aircraft.</p> <p><input type="checkbox"/> Has demonstrated the proficiency required to be a DPC Flight Instructor.</p> <p><input type="checkbox"/> Has demonstrated Instrument Competency.</p>			
Comments:			
Check Pilot's Name/Certificate #:		Flight Time:	Date:
<p>Instructions: Ground phase may be completed separately within a 30-day period before Flight Check. All items must be completed indicating:</p> <p style="text-align: center;">S- Satisfactory U- Unsatisfactory V- Verbally or NA – Not Applicable</p> <p>If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the Check Pilot. Night Orientation is for familiarization only. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment, and mastery of the aircraft. Failure to meet standards of performance for any task performed will result in an unsatisfactorily evaluation. Tolerances specified in the FAA Private Practical Test Standards represent the minimum performance expected in good flying conditions. Individuals holding an Instrument Rating (or ATP Certificate) are required to demonstrate instrument competency on a DPC Check Flight or be restricted from exercising instrument privileges in DPC Aircraft.</p>			

General Pilot Information:

A DPC Flight Check must be taken and passed to: (1) Fly PIC in DPC aircraft without a DPC Instructor, (2) Fly IFR in DPC aircraft. The Flight Check must be taken at the highest rating to be used in DPC aircraft. An FAA rating Check Ride will not fulfill the requirements of this check.

I. DPC Oral Discussion

- A. Review of A/C Limitations.
- B. Review of Pilot Limitations.
- C. Local Procedures.

II. Pre-Flight Preparation

- A. Certificates and Documents.
- B. Obtaining Weather Information.
- C. Cross-Country Flight Planning.
- D. Airplane Systems.
- E. Aeromedical Facts.

III. Ground Operations

- A. Visual Inspection.
- B. Cockpit Management.
- C. Starting Engine.
- D. Taxiing.
- E. Pre-takeoff Check.
- F. Post-flight Procedures.

IV. Airport & Traffic Patterns Ops

- A. Radio Comm. & ATC Light Signals
- B. Traffic Pattern Operations.
- C. Airport & Runway Markings/Lighting.

V. Takeoffs and Climbs

- A. Normal Takeoff and Climb.
- B. Crosswind Takeoff and Climb.
- C. Short-field Takeoff and Climb.
- D. Soft-field Takeoff and Climb.

VI. Cross-Country Flying

- A. Pilotage and Dead Reckoning.
- B. Radio Navigation.
- C. Diversion.
- D. Lost Procedures.
- E. Airspace.

VII. Instrument Reference Maneuvering

- A. Straight and Level Flight.
- B. Straight Constant Airspeed Climbs.
- C. Straight Constant Airspeed Descents.
- D. Turns to Heading.
- E. Unusual Flight Attitudes.
- F. Radio Navigation and Radar Services.

VIII. Flight at Slow Airspeeds

- A. Full Stalls – Power Off.
- B. Full Stall – Power On.
- C. Imminent Stalls – Power On/Off.
- D. Maneuvering at Slow Airspeed.
- E. Constant Altitude Turns.

IX. Ground Reference Maneuvering

- A. Rectangular Course.
- B. S-Turns Across a Road.
- C. Turns Around a Point.

X. Night Flight Operations

- A. Preparation and Equipment.
- B. Night Flight.

XI. Emergency Operations

- A. Emergency Approach and Landing.
- B. System and Equipment Malfunction.
- C. Engine Failure on Takeoff.

XII. Approaches and Landings

- A. Normal Approach and Landing.
- B. Crosswind Approach and Landing.
- C. Forward Slips to Landing.
- D. Go-Around
- E. Short-Field Approach and Landing.
- F. Soft-Field Approach and Landing.

XIII. Instrument Competency

- A. Ground Prep (Weather, Aircraft Systems and Flight Planning).
- B. Air Traffic Procedures.
- C. Compliance with ATC Clearances.
- D. Holding Procedures.
- E. Flight by Reference to Instruments, Straight/Level, Climb/Descend, Timed/Steep Turns & Airspeed Control.
- F. Unusual Attitude Recovery – Partial Panel.
- G. Intercept/Track VOR Radials.
- H. Instrument Approach Procedures:
 1. ILS/MLS Approach.
 2. VOR/VORTAC Approach.
 3. RNAV Approach.
 4. Circling Approach Procedures.
 5. Missed Approach.

XIV. Safety Awareness

- A. Clearing Turns.
- B. Vigilance.
- C. Fuel Management.

Part One

This form is filled out by the pilot and used by the instructor for a pilot's checkout. In addition, the pilot is to have in his/her possession an Owner's Manual for the aircraft and separate copies of all checklists

Aircraft: N _____

Make: _____ Model: _____

Engine: Make: _____ HP: _____

Type of Carburation: _____

Oil Type: _____ Grade: _____

Fuel Capacity (Useable): _____ gal.

V-Speeds

Vne – Never Exceed Speed _____

Vfe – Max. Flap Extended _____

Vlo – Max Land Gear Oper. Speed _____

Va – Design Maneuvering _____

Vs – Stall Speed, No Flaps _____

Vso – Stall Speed – Flaps Land Config _____

Vx – Best Angle of Climb _____

Vy – Best rate of Climb _____

Power Settings:

The range of this aircraft at 6,000 ft. MSL at 75% (no reserve) with standard conditions and no wind is
 _____ NM _____ Duration

Take-off Ground Run:

(3,100 lbs., 10°C @ 6,000 ft. pressure altitude)

Hard Surface _____ ft.

Hard Surface over 50 ft. obstacle _____ ft.

Landing:

(3,100 lbs., 10°C @ 6,000 ft. pressure altitude)

Ground Roll _____ ft.

Over 50 ft. obstacle _____ ft.

Part Two

This part of the Checkout is intended to supplement the information normal found in the Owner's Manual of this particular aircraft. With this knowledge, hopefully, the pilot will be able to exercise his/her flight more efficiently and safely with this particular aircraft.

1. Interior
 Seat Adjustment, lighting, heat & ventilation.
2. Panel
 Equipment, switches, fuses, and breakers.
3. Fuel Management
 Selector Valve, checks for water.
4. Oil Management
5. Brakes (foot and park)
6. Engine Operation
 Cold/Hot Start, Flooding, Shutdown
7. Placards
8. Ground Handling
9. Stall Characteristics
10. Crosswind Handling
11. Spin Recovery (discuss)
12. Emergency Procedures
13. Hangaring
14. Tie-Down
15. Review Checklists

Aircraft Weight and Balance

Items	Weight (lbs)	Arm (inches)	Moment (inch lbs.)
Aircraft Empty Weight			
Fuel (6 lbs./gal)			
Pilot			
Co-Pilot			
Rear Seat Passengers			
Baggage			
Aircraft Max Takeoff Weight			

Dayton Pilots' Club Review of Regulations and Operating Rules

In preparation for your DPC annual, please complete the following review of the Club's Flight and Operational Rules by circling the correct answer to these questions. Submit to the Safety Officer along with your completed Club Annual paperwork.

1. What are the currency requirements for acting as PIC in the Cessna 182RG for an active DPC member?
 - a. 3 Touch and Go's every 90 days.
 - b. 3 Takeoff and Landings every 90 days.
 - c. 3 Takeoff and Landings every 90 days, plus 3 hours of flight time every 180 days.

2. A DPC pilot wants to schedule the aircraft in Schedule Master for 2 subsequent weekends 2 weeks from today. Are they in compliance with the Operating Rules of the Club?
 - a. No. The Club does not allow pilots to dominate the weekend schedule.
 - b. Yes. There are no restrictions to scheduling made within the 30 day window.

3. A DPC pilot schedules an exciting, multi-day trip using 11S. What are the minimum daily charges during the trip?
 - a. 1 hour Monday through Friday, and 1.5 hours Saturdays, Sundays and Holidays.
 - b. 1 hour per day.
 - c. No minimum hours, only the elapsed time on the Tach.

4. This same trip is scheduled to begin during one month and end in the next. The DPC member is required to:
 - a. Pay an additional \$20 for the trip due to extra scheduling and administrative costs.
 - b. Record the time on the following Tach sheet, tear off only the name/logged time part of the Tach sheet, and place the name/logged time part of the Tach sheet through the slot in the door to the maintenance room.

5. A member purchases fuel away from Dayton Wright Brothers airport. In order to be reimbursed, the member must within 90 days of the purchase:
 - a. Submit the receipt with the member's DPC account number, tail number of DPC aircraft; quantity of fuel purchased, cost of fuel, and signature of member.
 - b. Simply reduce the amount of your monthly check; just indicate the reason in the "Memo" section on your check.

6. What 4 things are required to be an active DPC member in Schedule Master and thus schedule the aircraft?
 - a. A flight review within the last 12 months, a valid medical, a signed insurance form, and attendance at a safety meeting or submitted completion of a safety course within the last 12 months.
 - b. Stunning good looks, excellent people skills, a love for flight, and a fat wallet.

7. Can a member ground the DPC aircraft upon the detection of a malfunction or failure which affects the safety of flight or if such member deems the aircraft to be unsafe?
 - a. No, only a Crew Chief can ground the aircraft.
 - b. Yes, any member has the authority to ground the DPC aircraft if such member deems the aircraft to be unsafe.

8. What are the steps to ground a DPC aircraft?
 - a. Immediately notify either the Crew Chief or any Trustee.
 - b. Make a note in the comment area of the aircraft's Tach sheet indicating that the aircraft has been grounded.
 - c. Tie a shop rag to the propeller of the aircraft or attach a note on the propeller or door of the aircraft indicating that the aircraft has been grounded.
 - d. Attempt to notify the member shown in the DPC schedule who is next scheduled to fly the aircraft.
 - e. All the above.

9. Attendance at a Club sponsored Safety Meeting or a FAA's WINGS program is required:
 - a. Any time you feel the need to do the "Safety Dance."
 - b. Annually for members, within six months for a member coming off inactive status.

10. A DPC pilot needs to complete an annual Club flight review with a flight instructor. Who can a member use?
 - a. Chuck Yeager.
 - b. Tom Cruise.
 - c. Only DPC approved instructors.

11. If a member books the DPC aircraft for 5 consecutive hours during a weekday, what is the minimum charge?
 - a. 1 hour.
 - b. No minimum charge, only the elapsed time on the Tach.

12. An airline approved cage is required for:
 - a. Snot-nosed kids.
 - b. An animal.
 - c. Any FAA inspector.

Return all paperwork to the DPC Membership Officer either:

- **Through the mail:**
Gary Wheeler
46 Hickory Pointe Dr.
Germantown, Ohio 45327

- **Email a photo of the documents to membership@daytonpilotsclub.org.**

- **Scan copy and email it to membership@daytonpilotsclub.org.**

- **Text a photo to Gary's cell phone: 937-204-4400.**