



YOUR TAKEWING FLIGHT REVIEW

Remember this is NOT a TEST.

We want you to learn or improve on your abilities and Have Fun!

Schedule your appointment: Plan on a 2 1/2 to 3 1/2 hour session with your instructor. If it is more than three years since your last flight review, this first session may turn into "ground school" and another lesson may be needed to complete your knowledge review.

Please complete the following prior to arriving for your flight review:

1. Forms and materials needed

- Please fill out a **Pilot History Form** (attached).
- Bring your **pilot logbook** or record of pilot time.
- Bring **pilot certificate, and medical** (Driver's license for sport pilots), and **identification (Driver license)**.
- Have in your possession sectionals and the current FARs (current year). You may bring these in digital files (iPad etc.,) and we have them for sale at our club office.

2. Owner's Aircraft: *If you are providing your own aircraft, please bring proof of your aircraft's most recent annual inspection and relevant airworthiness documentation.*

3. Review CFARs Part 61 and 91: You should review the FARs related to the type of pilot operations you regularly fly under (VFR/IFR, Sport/Private, Commercial, etc) in addition to airspace regulations.

4. Plan a cross-country flight using current VFR sectionals and A/FD (iPad's Apps. like Foreflight, WINGX, etc., are all fine)! You may plan a cross-country flight to wherever you like or use the following suggestions:

- Private or Commercial pilots** — plan a VFR cross-country flight from Creswell to Eugene and then to *one* of the following airports (your choice); Spokane WA., Arlington WA, or Sacramento, CA. (We will use the plan during our ground discussion).
- Sport Pilots (and those using the privileges of a sport pilot certificate):** Creswell to (your choice): McMinnville, Aurora State, Roseburg, or Grants Pass.
- Be prepared to discuss performance data** (takeoff and landing distances, rates of climb, weight and balance, fuel burns etc., *for the aircraft you are flying*). If you will be using one of TakeWING's aircraft (C172 or C162) the current weight and balance data is attached – all POHs can be downloaded from our web resource page: <https://takewingaviation.com/resources/>.
- Be prepared to discuss both the current and forecast weather** *for the cross-country flight you planned and for the flight on the day of your flight review*. For pilots who are not familiar with Internet weather briefing sites, a standard weather briefing obtained by calling the FSS at 1-800-WX BRIEF will be fine. Your flight instructor can help you with details on obtaining weather briefings from the Internet.
- Risk management:** Be prepared to explain your individual risk management decision-making tools and personal weather minimums using a checklist such as P.A.V.E. For help in doing this please read: Setting Your Personal Risk Management Minimums. https://www.faa.gov/c/regulations_policies/handbooks_and_manuals/aviation/risk_management_handbook.html

More study resources for you:

The Traffic Pattern (a little humor never hurts)

<http://youtu.be/f6q2VKsvQEQ>

Normal Landing: <http://youtu.be/S1fCohTldGY?t=18s>

Faulty Approaches—High Approaches: <http://youtu.be/gneuD0Dy39Q>

Faulty Approaches and Landings: <http://youtu.be/USkb9y10twc?t=16s>

Faulty Approaches—Ballooning <http://youtu.be/PGSJruFkN0E>

Top Five Mistakes Pilots Make: <http://youtu.be/A3Xsk5ucakE?t=46s>

Airport Markings: <http://youtu.be/QI6F9RFbjMA?t=15s>

Step 2: What to Expect on the Day of Your Flight Review:

Ground Discussion Focus

1. CFR Parts 61 and 91 and any other regulation areas relevant to your pilot certificates and ratings.
2. Aircraft performance discussion including: weight and balance, fuel usage, density altitude, and other kinds of performance limitations for the aircraft to be used.
3. A review of your X-Country flight plan including airspace regulations and airport information.
4. Weather Decision-Making— bring your weather briefing information *or* be prepared to get a standard weather briefing during the discussion.
5. Be prepared to discuss your risk management procedures & your personal weather minimums.
6. General Aviation Security Issues and Temporary Flight Restrictions (TFRs).

The FLIGHT(s):

1. **Preflight aircraft:** Using checklists and aircraft airworthiness objectives
2. **Physical airplane— Performing aircraft maneuvers and procedures:** Airport operations, basic stick-and-rudder skills, maneuvers and procedures (stalls, steep turns, emergency procedures, intercepting VORs/using GPS etc.), radio communications, and collision avoidance skills.
3. **Mental airplane:** Systems knowledge and situational awareness.
4. **Aeronautical decision-making:** Risk management
http://www.faa.gov/library/manuals/pilot_risk/

Step 4: Post Flight Debriefing

1. Review areas of knowledge or skill that may need further development.
2. Review Your Personal Minimums Checklist?
3. Discuss Your Personal Proficiency Practice Plan?
4. Discuss Recurrent WINGS Training Plan (if desired)?

Additional Resources:

https://www.faa.gov/regulations_policies/handbooks_manuals/

Weather Briefings:

1-800-992-7433

<https://www.1800wxbrief.com>

www.duats.com

Other weather sites

<http://www.aviationweather.gov>

<http://www.wrh.noaa.gov/pqr/aviation.php>

<http://maps.avnwx.com/>

Conclusion: It is up to the CFI, to determine how much time is required to accomplish the flight review objective and ensure that the pilot has the necessary knowledge and skills needed for safe operation in the national airspace system.

How much time is “enough” will vary from pilot to pilot: If you are a pilot who has been completely away from flying for several years we anticipate that you will require several separate sessions of ground and flight training to regain the appropriate “safe pilot” level of proficiency.

NOTE: No logbook entry reflecting unsatisfactory performance on a flight review is required.

Endorsement Example:

Completion of a flight review: § 61.56(a) and (c) I certify that (First name, MI, Last name), (pilot certificate), (certificate number), has satisfactorily completed a flight review of § 61.56(a) and (c) on (date).

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Your Aeronautical History for Flight Review

Pilot's Name: _____

Address: _____

Phone(s): _____ Cell _____

e-mail: _____

Pilot Certificate: ___ Sport ___ Private ___ Commercial ___ ATP ___ CFI

Rating(s): ___ Instrument ___ Multiengine ___ Other _____

Experience (PIC)

Total time: _____ Last 6 months _____

Time logged since last flight review: _____

Experience (Aircraft) If you have not logged flight time since your last flight review skip down to "Personal Skills Assessment."

Aircraft make/models you regularly fly: _____

Other aircraft model(s) flown last 6-months (if any): _____

Your Recent Experience (Flight environment):

Approximately what PERCENT of your flight hours have you logged in: Day VFR: _____%, IFR/IMC: _____%, Night VFR: _____%. _____% Night (VFR or IFR)

What percent of your flying is done at: Airports with control towers: _____%, Airports w/o control towers: _____%

What kind of flying (pleasure or business) do you do most?

Pleasure

Business

What percent of your flying is local (less than 100 NM in one direction)? _____

What percent of your piloting time is X-Country (more than 50 NM one direction)? _____

Personal Skills Assessment:

What are your strengths as a pilot? _____

What would you most like to practice/improve upon during this flight review?

TakeWING Aircraft POH and related Information for both the C172 and C162 can be found on our web site: <https://takewingaviation.com/resources/>

Quick reference information for C172 and C162 can be found on the next several pages.

[C-172N Skyhawk N739EF](#)

Horsepower: 160 (Lycoming 0-320-H2AD)

Max. Gross Weight: 2300 lbs

Empty Weight: 1456.3 lbs

Empty Wt. CG: 38.923

Cruise Speed: 119 MPH

Fuel Capacity: 43 gal / Useable Fuel 40 gal / 21.5 each tank

Oil capacity 7 with filter

Flap extend speed 85 KIAS

Best Glide —Flaps Up 65 KIAS

Best Glide —Flaps Down 60 KIAS

[C162 Skcatcher 100 HP, G300 glass/digital instrument panel](#)

Empty Wt: 850.05, Usefull load 473.95;

Empty weight CG 113.13;

Moment 113,169.74

Please visit our website to download a copy of the POH.

<https://takewingaviation.com/resources/>

CFI's Flight Review Evaluation Areas

Pilot has reasonable understanding of FAA regulations and Aeronautical Information Manual and knows where to find information.

- CFR 61
 - Medical
- CFR 91
 - General airspace rules, VFR equipment, safe minimum altitudes, etc.,
 - TFRs and special flight restrictions or special use airspace

Pilot displays his/her PIC skill with regard to the safety of the flight

- Uses checklists as appropriate to the phase of flight and conditions.
- Uses collision and runway incursion avoidance techniques.
- Makes timely and appropriate decisions with the control of the aircraft never in doubt.

Pilot meets or exceeds his/her pilot certificate's level in the control and maneuvering of aircraft:

- Taxiing, and before takeoff checks
- Normal Take offs
- Climbs Vy and Vx
- Slow flight
- Stalls (approach to landing and departure)
- Steep turns
- Emergency procedures and responses to abnormal situations.
- Traffic Pattern /stabilized approaches /go-arounds, normal and crosswind landings

Pilot displays understanding and ability to use the aircraft's systems

- Engine operation, power levels, and leaning procedures
- Fuel/Oil
- Weight and Balance
- Radios/VORs
- GPS Systems (if appropriate)

Pilot displays ability to handle local airport operations and airspace requirements.

- Operations at non-towered airports: Situational awareness and collision avoidance procedures.
- Operating at towered airports (optional for sport pilots)
- Runway and Taxiway markings
- Airport Lighting

Pilot can plan a cross-country flight:

- Elements of pilotage navigation
- Flight planning using GPS
- Weather briefings & Interpretation
 - FSS
 - Internet
- Pilot has a personal minimums and risk management plan.