



PH. 541-895-5935  
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## YOUR TAKEWING FLIGHT REVIEW AT A GLANCE

### Step 1: Your Assignment

- **Schedule your appointment: Plan on a 2.5 to 3 hour session with your instructor**
- **Pilot's Aeronautical History:** Please fill out the attached **Pilot History Form** (see attached), bring your **pilot logbook** or record of pilot time, your **pilot certificate and medical** (if appropriate), and **identification (Driver license)**.
- **Owner's Aircraft:** *If you are providing your own aircraft for your review please bring proof of your aircraft's most recent annual inspection and relevant airworthiness documentation.* You may bring either the actual aircraft engine and airframe logbooks **or copies** of most recent entries and AD compliances.
- **FAR Part 61 and 91 Review:** You should review the CFRs (FARs) related to the type of pilot operations you regularly fly under (VFR/IFR, Sport/Private, Commercial, etc). **NOTE:** You may also bring your printed certificate(s) of satisfactory completion of the "WINGS Course" Credits offered by the FAA on-line at <http://www.faasafety.gov>. (Requires 3-credit hours within the last year).

### Pre-Plan a Cross-Country Flight using current VFR sectionals and AFD

- Private/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.
- Sport Pilots (and those using the privileges of a sport pilot certificate):** Creswell to (your choice): McMinnville, Aurora State, Roseburg. or Grants Pass.
  - **Use the 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 C172 or LSAs the current weight and balance data is attached – all POHs can be downloaded from our web site's Resource page.
  - **Be prepared to discuss both the current and forecast weather** for the planned flight *for the day of your review*. Be prepared to explain your personal minimums for weather and experience level. (P.A.V.E)

### Step 2: Your Review\*

#### Ground Discussion Focus

- CFR Parts 61 and 91 and any other regulation areas relevant to your pilot certificates and ratings
- Review of your X-country flight plan including airspace regulations and airport data.
- Weather Decision-Making – bring your weather briefing information or be prepared to get a standard weather briefing during the discussion.
- Risk Management & Your Personal Weather Minimums
- General Aviation Security Issues and TFRs

### Step 3: The FLIGHT\*: Plan to fly to a practice area and to KEUG (except sport pilots).

- **Preflight aircraft:** Questions pertaining to airworthiness and aircraft systems.
- **Physical airplane:** (Basic Pilot Skills)—stick-and-rudder, maneuvers and procedures (stalls, steep turns, emergency procedures, intercepting VORs/using GPS etc.). Communicating with ATC or non-towered communications and collision avoidance (as appropriate).
- **Mental airplane:** Systems knowledge and situational awareness.
- **Aeronautical decision-making:** Risk management [http://www.faa.gov/library/manuals/pilot\\_risk/](http://www.faa.gov/library/manuals/pilot_risk/)

*\*Depending on your skills and abilities you may need more than one session/flight to accomplish objectives above.*

#### Step 4: Post Flight Debriefing

- Review areas of knowledge or skill that may need further development.
  - Review Your Personal Minimums Checklist?
  - Discuss Your Personal Proficiency Practice Plan?
  - Discuss Recurrent Training Plan (if desired)?
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#### Additional Resources:

<http://www.flyingd.net/resources.html>

<http://www.faasafety.gov>

[http://www.faa.gov/library/manuals/pilot\\_risk/](http://www.faa.gov/library/manuals/pilot_risk/)

<http://www.faa.gov/library/manuals/>

#### Weather Briefings:

1-800-992-7433

<http://www.duat.com>

<http://www.duats.com>

#### Other weather sites

<http://www.aviationweather.gov>

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

<http://maps.avwx.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).

*Remember this is NOT a TEST.*

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

## 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 \_\_\_\_\_ Avg. hours/month \_\_\_\_\_

Time logged since last flight review: \_\_\_\_\_

**Hours DUAL in the last 12-Months:** \_\_\_\_\_

### **Experience (Aircraft):**

Aircraft make/models you regularly fly: \_\_\_\_\_

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

**If you have not logged flight time since your last flight review skip down to Personal Skills Assessment below.**

### **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 like to practice/improve upon during this flight review?**

\_\_\_\_\_  
\_\_\_\_\_

C-172D Skyhawk N6163M

Horsepower: 145 (Continental O-300D)    Max Gross Weight: 2300 lbs

Empty Weight: 1423.7 lbs

Empty Wt. CG: 37.90

Cruise Speed: 119 MPH

Fuel Capacity: 39 gal / Useable Fuel 36 gal

Stall Speed (dirty): 49 MPH 40 degrees of flaps

Stall Speed (clean) 57 MPH

Takeoff rotation speed: 60 MPH

Rate of Climb: 500 - 600 fpm

C-172D Skyhawk N3713F

Horsepower: 145 (Continental O-300D)    Max. Gross Weight: 2300 lbs

Empty Weight: 1375.90 lbs

Empty Wt. CG: 37.13

Cruise Speed: 119 MPH

Fuel Capacity: 39 gal / Useable Fuel 36 gal

Stall Speed (dirty): 49 MPH 40 degrees of flaps

Stall Speed (clean) 57 MPH

Takeoff rotation speed: 60 MPH

Rate of Climb: 500 - 600 fpm

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