

Flying Particles Owner-Operator Information Sheet Summary

At each FPI Student Phase Check or Recurrent Flight Check, please read this sheet and sign below to acknowledge that you will comply with all parts of the Flight Regulations (**FR**) and the Member Information Sheet (**MIS**) (available at www.flyingparticles.org). This form is a summary only.

Meetings: Held 2nd Tuesday of each month, 7:30 pm at the LVK terminal building.

Wash Party: Held on Saturday following the Tuesday meeting, 9 am at Hangar 11.

Personal Information: Add/change your info in ScheduleMaster, or notify Membership VP.

Billing: Billing cycle is from 16th of month to 15th of next month. Payment is due in 30 days.

Initial Checkouts: Before you fly any club aircraft, you must have an appropriate checkout by a club CFI. For details, see the MIS and the Flight Regulations.

Recurrent Flight Checks: To fly any club aircraft, you must have a valid recurrent flight check with a club CFI within the preceding 12 calendar months (if you have less than 400 hours PIC), or within the preceding 24 calendar months (if you have 400 or more hours PIC). FAA examinations, instrument currency checks, etc., do not suffice. See the MIS and the FRs for details.

Reservations:

- Do not fly an aircraft without a reservation.
- Make reservations at www.schedulemaster.com or 800-683-8055

Damage to Aircraft: If you have or may have damaged an aircraft, contact the plane captain or the Maintenance VP (fpi_maintenance@email.com) within 48 hours, or as soon as possible. Ground the aircraft, if appropriate by, placing a legible sign in the aircraft and on ScheduleMaster.

Squawks and Maintenance Problems: Enter any aircraft-related problems in ScheduleMaster by clicking on the green/yellow/red triangle to the left of the tail number, or by selecting the Maintenance tab. It is also courteous to call the next pilot to let him/her know of the problem.

Using Aircraft:

- Refuel C182 after each flight. Do not refuel C162 after flight. All other aircraft must be fueled after flight if more than 1 tach hour elapsed since airplane was last refueled.
- Use self-service fuel when available. Check www.100LL.com for prices.
- In the logbook: write name, fuel tach time, final tach time, oil level / oil added.
- Clean the aircraft upon your return to LVK (windshield, leading edges, interior, etc.).
- Ensure master switch off, control & throttle locks in place, doors/hangar locked, tied down.

Oil:

- Please ensure there are 2 quarts of oil in the baggage compartment. Replace if you use one.
- As a general rule, *add* 1-quart oil to an aircraft *only* when it has fallen to the following levels.

N6475Q	N25ES	N9658K	N6004Z	N1080M	N43CA
4 quarts	5 quarts	5 quarts	4 quarts	9 quarts	5 quarts

Member Signature

Date

Club CFI Signature

Date

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Date

Club CFI Signature

Date

FLYING PARTICLES, INC.

KEEP THIS ORIGINAL FORM FOR YOUR RECORDS

**Scan this form and email to: membership@flyingparticles.org (preferred),
or mail a COPY to: P.O. BOX 1109, LIVERMORE, CA 94551-1109**

CESSNA 182 CHECKOUT FORM [Page 1 of 2]

GROUND CHECK

1. Takeoff, landing, and cruise performance at maximum gross weight. Takeoff roll and landing distance over 50 foot obstacle at sea level and at 5,000 feet. Cruise range in hours and miles.
2. Airspeeds: Rotation speed; normal climb speed; best glide speed; stall speeds; maneuvering speed; never exceed speed; v_x and v_y at sea level and at 10,000 feet.
3. Fuel and oil requirements.
4. Use of constant speed propeller. Power settings for climb, cruise, and for the pattern.
5. Use of cowl flaps.
6. Use of all systems and switches in the aircraft.
7. Permissible loading. See weight and balance records. Do at least one weight and balance calculation for this aircraft.
8. Use of supplemental oxygen: FAR 91.32; hypoxia; hyperventilation.
9. Preflight check.

CESSNA 182 [N1080M]

KIAS					<u>lbs</u>
V_x	57	20	flaps	Max gross weight	2950
V_y	78			Empty weight	1797
V_{s0}	45				
V_{s1}	48				
V_a	111			Empty moment	<u>Inch-lbs.</u> 62762
V_{ne}	179				
V_{fe}	95				
V_{glide}	70			Total fuel	<u>gals</u> 80
$V_{sh\ fld}$	60			Usable fuel	75

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CESSNA 182 CHECKOUT FORM [Page 2 of 2]

FLIGHT CHECK [Items marked * are not mandatory. Suggested tolerances are only a guide]

1. [] Use of checklist. Note especially flap, prop, and cowl operation.
2. [] Takeoffs: normal; no flaps; short field; soft field. (Tolerances: all airspeeds within ± 10 Kts of nominal)
3. []* Aborted takeoff at rotation speed.
4. [] Climbs: normal; best angle; best rate. (Tolerances: all airspeeds within ± 5 Kts of nominal)
5. [] Slow flight: with flaps; without flaps. (Tolerances: all airspeeds ± 10 Kts; no inadvertent stalls; altitude ± 100 feet)
6. [] Stalls: Power off; approach; departure, accelerated, from go-around. (Tolerances: altitude loss less than 200 ft)
7. []* Steep turns (45 degree bank). (Tolerances: bank ± 5 degrees; altitude ± 100 feet; roll out heading ± 20 degrees)
8. [] Emergency procedures: Electrical system.
9. [] Instrument proficiency: Straight and level cruise; unusual attitudes; turns to heading; altitude changes.
(Tolerances: cruise heading ± 10 degrees; roll-out heading ± 15 degrees; altitude ± 150 feet)
10. [] For instrument rated pilots: At least one instrument approach.
11. [] Landings: Normal; no flaps; short field; soft field. (Tolerances: approach speeds within ± 5 Kts of nominal)
12. [] One short field landing at Livermore with turn-off at first exit to ramp. (Approximately 1350 feet for 25R)
13. [] Go around from full flaps approach.
14. [] Minimum requirements: Private pilot license or better. TT: _____(100 hrs. min.) High performance endorsement.

INSTRUCTOR'S CERTIFICATION: I certify that _____ has completed his/her Cessna 182 checkout on this date: _____, having demonstrated all items checked above to my satisfaction. Total PIC hours on this date: _____

Instructor Signature: _____ Date: _____

CFI # : _____ Expires: _____

Checkout type: Annual [] Initial [] Last medical date: _____ Class 1 2 3