

Flying Particles Owner-Operator Information Sheet Summary

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**

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 (available at www.flyingparticles.org). This form is a summary only.

Meetings: Held 2nd Tuesday of each month, 7:30 pm at the Five Rivers FBO Building.

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 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 Flight Regulations for details.

Reservations:

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

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. 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	N733BE	N9658K / N5525V / N2933A	N1080M / N100FP	N5772R
4 quarts	5 quarts	5 quarts	9 quarts	5 quarts

Member Signature

Date

Club CFI Signature

Date

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CESSNA 182 CHECKOUT FORM [Page 1 of 4]

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.

1977 C-182Q [N1080M] / 1974 C-182P [N100FP]

	<u>N1080M</u>		<u>N100FP</u>			<u>N1080M</u>	<u>N100FP</u>
	KIAS		MPH			lbs	lbs
V_x	57	20° flaps	60	20° flaps	Max gross weight	2950	2950
V_y	78		89		Empty weight	1818	1821
V_{s0}	45		63				
V_{s1}	48		68			<u>inch-lbs</u>	<u>inch-lbs</u>
V_a	111	@ 2950 lbs	126	@ 2950 lbs	Empty Moment	70880.4	77511.6
V_{ne}	179		198				
V_{fe}	95	>10°	110	>10°		<u>gals</u>	<u>gals</u>
V_{glide}	70		80		Total fuel	80	80
$V_{sh fld}$	60		69		Usable fuel	75	75

If you need the gate code, please contact the Membership VP.

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CESSNA 182 CHECKOUT FORM [Page 2 of 3]

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 flap 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

Flying Particles N1080M C-182Q Familiarization Sheet

Please discuss the following items with the N1080M Plane Captain or another individual approved by the Exec Board. Check each item as discussed and return the signed form to membership@flyingparticles.org.

___ Airspeed indicator in Knots

___ Electric pitch trim (yoke)

___ Autopilot Disconnect / Trim Interrupt switch (AP DISC/TRIM INT)

___ Go Around (GO) button

___ Avionics Master Switch

GI 275 Attitude Indicator

___ Altimeter setting

___ Autopilot mode annunciations

___ ESP disable procedure

GI 275 HSI

___ CDI selection

GI 275 Engine Monitor

___ Tach time

___ Startup fuel

___ Left tank drains faster than right when both tanks selected

GFC 500 Autopilot

___ Mode controller

___ Heading & Altitude selection knobs

___ GTN 650 Navigator

___ Do not slam baggage door

___ O-470-U engine: max rpm 2400

Operation of the GFC 500 autopilot is described in the Airplane Flight Manual Supplement (FMS) found in the aircraft Pilot's Operating Handbook. A scanned copy of the FMS can be downloaded from the Aircraft section of the club website. You should at minimum read the Emergency Procedures Section of the FMS.

The aircraft is now equipped with electric pitch trim, and you must know how to disengage the electric trim servo in the event of an autopilot malfunction or electric trim runaway: push and hold AP DISC/TRIM INT switch, pull AP circuit breaker.

The GFC 500 will provide Electronic Stability and Protection (ESP) when autopilot is NOT engaged. Exceeding pitch (+20°/-15°), roll (45°), high (176 KIAS) or low (60 KIAS) limits will result in the autopilot servos attempting to bring the aircraft back within limits. If a limit is exceeded more than 10 seconds, the autopilot will engage and return the aircraft to level flight. ESP can be interrupted with the AP DISC/TRIM INT switch, or can be disabled through the GI 275 AI.

Pilot Name: _____ Signature: _____ Date: _____

Checkout By: _____ Signature: _____ Date: _____

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Flying Particles N100FP C182P Familiarization Sheet

Please discuss the following topics with the N100FP Plane Captain or another individual approved by the executive board. Once this discussion is complete, check each item, and return the signed form via e-mail to membership@flyingparticles.org.

Auto Pilot and Auto Pilot Disconnect

Radio Emergency Power Switch

Engine Monitor: EDM-700

Digital Tach

Fuel Totalizer

DME

Garmin GNS-530W Navigator

ADF

Number 2 Nav/Com Radio

Shoulder Harness

Avionics Master Switch

Alternate Vacuum Switch

Additional fuel quick drain behind nose wheel

Right Door is hard to close

Full Throttle position: Approximately 1 inch from firewall is full power.

Do not slam baggage door

Airspeed Indicator and placards in Miles Per Hour (MPH).

Please try to take the very best care of this aircraft possible to keep it nice as long as possible.

Pilot Name: _____ Signature: _____ Date: _____

Plane Captain: _____ Signature: _____ Date: _____