

<b>PFC CHECKRIDE ASSESSMENT</b>	 <b>Pacific Flying Club</b> <small>www.PacificFlying.com</small> 	<b>FORM OPF-005</b>
-------------------------------------	---	-------------------------

Member:	PIC Hours in Last 12 Months:
Aircraft:	Total PIC Time:
Today's Date:	Last Date Flown:

EXERCISE	REQUIREMENTS	SCORE
Walk Around	Sequential, nothing missed	S US
Taxiing, Parking	Correct taxi speed, aileron x-wind control, use of brakes	S US
Radio Procedures	Phonetic alphabet, call sequence; timing, <b>no missed calls</b>	S US
Comm Panel (C172)	Brief as required to ensure familiarity and competence	S US
CZBB Procedures	Current and familiar. (N.B. Charts & CFS, CSK8, CAK3)	S US
Slow Flight <1.2*Vso	Climbing/descending turns at 30° bank	S US
Stalls (Power ON & OFF)	One stall power ON in climbing or descending turn	S US
Forced Approach	Field selection, make the field	S US
Overshoot Procedure	From forced approach	S US
Takeoffs & Landings	One short or soft required & one normal or full load	
Normal Takeoff	Centreline control, rotate speed, climb speed	S US
Normal Landing	Approach speed, touchdown point, aircraft alignment	S US
Soft Field Takeoff	Correct technique, airspeed and use of flap	S US
Soft Field Landing	Correct technique, touchdown point, aircraft alignment	S US
Short (Obstacle) Takeoff	Correct technique, airspeed and use of flap	S US
Short (Obstacle) Landing	Correct technique, touchdown point, aircraft alignment	S US
Crosswind Control	During takeoff, climb out, approach & landing	S US
<b>One-Time Items</b>		
Full Load Check	At max gross less 10% minimum to qualify Previously assessed: <b>Y</b> <b>N</b>	S US
Spidertracks Familiarization	Brief as required to ensure familiarity and competence Previously completed: <b>Y</b> <b>N</b>	S US
<b>OVERALL ASSESSEMENT</b>	<b>Additional dual will be required for any exercise(s) scored as unsatisfactory</b>	S US

Next checkride must be completed by **FIRST DAY OF \_\_\_\_\_, 20\_\_\_\_\_ (1 YEAR FOLLOWING)**

Open Book Test: Must be completed **yearly and attached** to checkride form.

Note: **RPP Holders** require a **checkride every 3 months** regardless of PIC time or results.

<b>INSTRUCTOR NAME:</b>	<b>MEMBER'S INITIALS</b>	<b>CFI:</b>
<b>INSTRUCTOR SIGNATURE:</b>		

<b>Dispatch Use Only</b>	FBO updated: _____	Date: _____
--------------------------	--------------------	-------------



**GENERAL NOTES:**

Flying skills deteriorate without practice. The purpose of the club checkride policy is to ensure that club members meet certain minimum skill levels to be considered safe pilots. Any member, regardless of total time or previous experience may suffer a degradation of flying skills after periods of little or no flying. The basic criterion for passing the checkride is simple. Ask yourself if you consider the member safe enough to fly your family around. If the answer is “no”, then the member should not be allowed to continue to fly until their skill level is assessed satisfactory through further dual flying.

However, the checkride is NOT a flight test, and should not be conducted as a flight test. Use the time to assess the exercises overleaf, and when appropriate, demonstrate and or correct any skill that will enhance the member’s flying ability. Pay particular attention to takeoff and landing skills and correct any tendency to unsafe procedures or practices. Crosswind control, in particular, is a major source of embarrassment to pilots who, through no fault of their own, do not have the opportunity to practice in a crosswind very often. In the absence of a good crosswind, have the member fly a slipping approach (simulate flap failure) and hold the slip inputs until entering the flare.

Try to ensure that each member walks away from their checkride with the feeling that they have learned something and are now a better pilot from having flown with you.

If you assess the checkride as unsatisfactory, use tact and diplomacy to break the news to the member who may be upset with themselves and or with you as a consequence.