Alameda Aero Club Owner-Operator Summary Sheet

UPLOAD THE COMPLETED FORM TO YOUR FLIGHT CIRCLE PROFILE
(see Flight Circle Tip – How to Upload Files to Your Account)

At each AAC initial or recurrent checkout, please read this sheet, review the details with your CFI and sign below to acknowledge that you understand and will comply with all parts of the AAC bylaws, rules, and operating procedures (available at www.alameda-aero.com). This form is a summary only.

Currency/Acting as PIC
Initial Checkouts: Before you fly any club aircraft, you must have an appropriate checkout by a Club CFI in that make and model.
Recurrent Checkouts: To fly any club aircraft, you must have a valid recurrent checkout with a Club CFI within the preceding 12 calendar months. FAA practical tests, IPCs, etc., do not suffice.
90 Day Currency: If you have not flown within the prior 90 days in the same category/class, including 3 takeoffs and landings, you must do a Recurrent Checkout with a Club CFI.

Reservations
Dispatch: Aircraft must be reserved on flightcircle.com, and dispatched within 30 minutes of the scheduled reservation start time. If plans change or weather causes delays, adjust the reservation time to allow other pilots to access the plane. Do not ever start up or take an airplane without dispatching the reservation. Check tach time before starting, and if there is a discrepancy, contact a member of the Board before dispatching.
Fuel: Cessnas must be refueled if total flight time since the last refueling exceeds 2.0 tach hours. Pipers must be refueled to the tabs if the total time since the last refueling exceeds 1.0 tach hours. If safety or other issues prevent refueling when the tach hours have exceeded these limits, add 0.2 hours to the tach time entered upon check-in to accommodate refueling by the next pilot. Fuel adjustments should be entered when checking in the airplane via Flight Circle at the end of flight.

Maintenance
Squawks: Discrepancies and maintenance issues should be recorded on Flight Circle as squawks.
Maintenance Status: The status of all maintenance items (e.g., annual inspections, 100-hour inspections) can be found on Flight Circle in the "reminders" tab for each aircraft. All items are required except TBO and 500-hour magneto; do not overfly any expired timer.
Oil: If oil levels during preflight are less than 6 quarts, add oil in one-quart increments.

Ground Ops
Parking: Power out and pull-through parking is prohibited; tow bars must be used to move planes into and out of their parking spots.

Postflight Procedures
Clean-up: Planes should be secured and cleaned up post-flight, including putting on pitot cover, replacing the control lock, removing all trash, cleaning the leading edges and windscreen, putting the cover back on the plane, chocking the wheels, and tying down the plane.

Type of Checkout: Initial ☐ Recurrent ☐

Airplane Make/Model: _____

Member Name & Signature: _____ Date: _____

CFI Name & Signature: _____ Date: _____

Alameda Aero Club – Aircraft Checkout Form – C172

ALAMEDA AERO CLUB - CESSNA 172 CHECKOUT FORM

UPLOAD THE COMPLETED FORM TO YOUR FLIGHT CIRCLE PROFILE
(see Flight Circle Tip – How to Upload Files to Your Account)

When undertaking an initial or recurrent AAC checkout, please complete this form based on information from the aircraft POH. You should review the completed checkout sheet with a Club CFI and correct any errors. The flight check portion of this form lists items to be demonstrated/reviewed in flight, with the Club CFI assessing the pilot's safe flying, good ADM, and proficiency commensurate with the pilot's certificate/ratings.

GROUND CHECK: C172

Systems

1. What is the fuel capacity? Total_____ Useable_____
2. What fuel grades are permissible? _____
3. What is the total oil capacity, and minimum safe quantity? _____
4. When should carburetor heat be applied? _____
5. Where are the fuel sump drains located? _____
6. What would be an indication of an alternator failure on this plane? _____

   _____
7. Is there a fuel pump on this aircraft, and if so, when should the fuel pump be used? _____

   _____
8. What is the procedure for priming on a cold start? How does this differ from a hot start procedure?

   _____

   _____
9. What is the procedure for leaning for best power WITH an EGT, versus WITHOUT an EGT?

   _____

   _____
10. What are the flap settings for:

Normal takeoff	_____	Normal landing	_____
Short-field takeoff	_____	Short-field landing	_____
Soft-field takeoff	_____	Soft-field landing	_____

Airspeeds

1. What are the following airspeeds (IAS) for this aircraft?

Vso	_____	Vno	_____
Vs	_____	Vne	_____
Vr	_____	Cruise climb	_____
Vx	_____	Normal approach	_____
Vy	_____	Short-field approach	_____
Va	_____	No-flap approach	_____
Vg	_____	Max demonstrated xwind.	_____
Vfe	_____		

Performance

Calculate performance data for the following scenarios:

1. Condition: Cruise @ 9000' pressure altitude, 55% power, 0°C, max weight:
   RPM_____ GPH_____ TAS_____
   Range_____nm Endurance_____hours

2. Condition: Cruise @ 3000' pressure altitude, 75% power, 20°C, max weight:
   RPM_____ GPH_____ TAS_____
   Range_____nm Endurance_____hours

3. Condition: 2000' pressure altitude, 15°C, calm winds
   Takeoff ground roll _____ Over 50' obstacle _____
   Landing ground roll _____ Over 50' obstacle _____

4. Condition: KMMH (Mammoth Yosemite), 30°C, altimeter 29.73, 10 kt headwind, max weight:
   Takeoff ground roll _____ Over 50' obstacle _____
   Landing ground roll _____ Over 50' obstacle _____

Weight and Balance

1. For this aircraft, what are the following:

Max ramp weight _____
Max takeoff weight _____
Baggage area max weight_____
Useful load _____

2. Calculate a weight and balance based on the following conditions: pilot and front seat passenger @ 190 lbs each, 2 passengers @ 150 lbs each, baggage @ 50 lbs, full fuel
   Takeoff weight _____ C.G. Position _____
   Is the aircraft within C.G. and weight limits? _____

3. Calculate a weight and balance for today's flight:
   Takeoff weight _____ C.G. Position _____
   Is the aircraft within C.G. and weight limits? _____

FLIGHT CHECK: C172
The following items must be completed/reviewed in flight. The Club CFI may request that additional items be performed, depending on the pilot's experience and certificate level.

1. [ ] Use of checklists
2. [ ] Takeoffs: normal, no flaps, short field, soft field
3. [ ] Slow flight: with flaps, without flaps
4. [ ] Stalls: power on, power off
5. [ ] Steep turns
6. [ ] Forward slip
7. [ ] Go around
8. [ ] Simulated engine failure
9. [ ] Instrument: straight and level, turns to headings, altitude changes, unusual attitudes
10. [ ] For instrument rated pilots: at least one instrument approach
11. [ ] Landings: normal, no flap, short field, soft field

INSTRUCTOR'S CERTIFICATION: I certify that _____ has completed his/her Cessna 172 checkout on this date: _____, having demonstrated all items outlined above to my satisfaction. I have personally reviewed and corrected the checkout form, and reviewed any areas found deficient with the above-named pilot.

Name: _____ Signature: _____
CFI#: _____ RE: _____

Checkout type: Initial [ ]. Recurrent [ ]