

VICTORIA FLYING CLUB CHECK RIDE REPORT



PILOT: _____ DATE: _____
 LICENCE #: _____ INSTRUCTOR: _____
 TOTAL TIME: _____ PIC: _____ PREV 12 MONTHS: _____
 LAST 24 MONTH RECENCY EXAM (CARs 421.05): _____

CHECK-RIDE CATEGORY:

- INITIAL CHECK-RIDE (ICR)
- ANNUAL CHECK-RIDE (ACR)
- 30-DAY CHECK-RIDE (IF PILOT FLIES LESS THAN 12 HOURS PER YEAR)
- 60-DAY CHECK-RIDE (IF PILOT FLIES MORE THAN 12 HOURS PER YEAR)
- 24 MONTH RECENCY FLIGHT REVIEW
- 60 MONTH RECENCY FLIGHT REVIEW

DOCUMENT VERIFICATION (PHOTOCOPY & ATTACH FOR ACR & ICR ONLY):

- LICENCE & MEDICAL / AVIATION DOCUMENT BOOKLET (PHOTOCOPY)
- COMPLETED, MARKED & SCORED CHECK-RIDE EXAM (ORIGINAL WITH THIS FORM - COPY TO PILOT)
- COMPLETED SELF-PACED STUDY PROGRAM (COPY WITH THIS FORM – ORIGINAL TO PILOT)
- VFC CHECK RIDE FORM (COMPLETED COPY GIVEN TO PILOT)

FOR ICR & ACR:

- LOGBOOK STAMPED (STAMP # 17)

VFC AIRCRAFT PERMITTED TO FLY (CIRCLE AS APPLICABLE): All Cessna 172s / Piper Arrow II PA-28R-200

CHECK-RIDE EXERCISES (Depending on Check-ride Category mark N/A if “not applicable”):

	N/A – NOT APPLICABLE	S- SATISFACTORY	SB - SATISFACTORY W/ BRIEFING	U - UNSATISFACTORY
1	PRE-FLIGHT INSPECTION		S / SB / U	
2	WEIGHT & BALANCE CALCULATIONS		N/A / S / SB / U	
3	PERFORMANCE CALCULATIONS		N/A / S / SB / U	
4	TAKE-OFFS		S / SB / U	
5	DEPARTURE PROCEDURES		N/A / S / SB / U	
6	STEEP TURN		N/A / S / SB / U	
7	SLOW FLIGHT		N/A / S / SB / U	
8	ARRIVAL (power off) STALL		N/A / S / SB / U	
9	DEPARTURE (power on) STALL		N/A / S / SB / U	
10	FORCED LANDING		N/A / S / SB / U	
11	ARRIVAL PROCEDURES		N/A / S / SB / U	
12	CIRCUIT PROCEDURES		S / SB / U	
13	LANDINGS		S / SB / U	
14	EMERGENCY PROCEDURES		S / SB / U	
15	RADIO COMMUNICATION		S / SB / U	

VICTORIA FLYING CLUB

CHECK RIDE REPORT

Review and/or demonstrate the following during check-ride (check completed):

- Review use and flow of new Checklists in all Club aircraft.
- Importance of completely and correctly filling out Journey Logs and reporting any defects.
- If you believe you've had a "hard landing" or have suffered a tail strike or have otherwise caused damage to an aircraft please report it. Failure to report damage can endanger the next club pilot and their passengers.
- In addition to completing post-flight checklist items take the time to do a quick walkaround and inspect for any damage, etc.
- Proper way and when to remove and install Pitot Tube cover.
- Proper way to close and securely latch 172 doors. DON'T SLAM OR FORCE!
- Do not force or otherwise bend or torque the flap lever.
- Do not grab hold of or otherwise pull or put weight on the glareshield.
- How to correctly check the nose wheel oleo for proper extension or damage; use one foot to push on the front tire.
- When asking Line to add oil advise them of the correct grade of oil required. Ensure the exact grade and weight of oil is entered in the Journey Log by Line or by you if added by you.
- Location of run-up areas and how to maximize number of aircraft in runway 09 run up bay.
- The best place to call Tower on downwind is when abeam the terminal building.
- On initial call to Clearance Delivery, in addition to the usual information they require please advise them of your requested altitude (i.e. 6500' Campbell River – or – 4500' Sooke, etc.).
- ATC requests that if you are unsure of any ATC clearance or instruction do not hesitate to ask.
- Ensure pilot knows how to use Fleet Captain.
- Ensure familiarization with VFC Policy & Procedures Manual (copy available at Dispatch).

PERFORMANCE:

SATISFACTORY

REQUIRES MORE TRAINING

COMMENTS & RECOMMENDATIONS:

DOCUMENT VERIFICATION:

- MEMBERSHIP CURRENT
- FSP / WINGMAN UPDATED (Licence & Medical Validity Dates/Check-Ride Date)
- TFBO UPDATED (Address)