

Flight Check Outs: Uncontrolled airport, Grass/Snow, Aircraft familiarization, Club Plane safety systems, Night

Pilots applying to fly C-FLUG, submit an application and then provided a ground check out and at least two flight check outs by at least two different check out pilots. The following is guidelines used to provide consistency between check out pilots. Written reports are discarded within 30 days, additional check rides are provided as required. C-FLUG is not used for training.

- Application
- Agreement
- Memberships
- Block Time Funds
- Licence
- Rating
- Medical
- Pilot Hours on Type Data inserted into insurance Roster
- Ground Check Out
 - Quiz corrected to 100%
 - Flight Watch System
 - Flight Plan n Passenger Manifest
 - Incident and Missing Aircraft reports
 - Wt n Bal sheets
 - SPOT
 - Cleaning Supplies and Procedures
 - Hangar Door system
 - Hangar + Gate + Club House Codes
 - Club House
 - Fuel Pumps and Refueling System
 - Fuel Management + Recording Fuel
 - Walk runway and taxiway
- First Flight Check Out
 - Meet 1 hour prior to take off – discuss past flying experience
 - answer any questions
 - check the W&B worksheet and flight planning worksheet
 - complete an extensive pre-flight inspection review -note FLUG has a 4th fuel drain
 - review hangar door opening and closure process
 - review fuel management
 - walk the runway
 - Ground handling;
 - radio communication;
 - runway, taxiway, circuit altitude, avoid flying over houses reviews;
 - run-up and check list reviews

Every flight may vary dependent on the applicant's experience, aptitude and weather and may include some or all of the following aspects.

1. The first flight is generally made to the CYAV practice area for upper air work to include; turns/ steep turns; slow flight; stalls; forced approaches and then return for circuits. Navigation including major landmark review; departure and approach to uncontrolled airports; radio communication is reviewed enroute to and from practice area.
 - debrief completed and discuss next steps in the CO process;
 - fuel filling completed and then return for cleaning and parking
 - A brief summary is sent to the Aircraft Manager, Chief Pilot and the other CO pilots. This includes a review of the flight just completed and recommendations for the next flight.
 - The second flight is completed by a different CO pilot.
2. The second flight generally includes a brief cross country to a different airport (Steinbach N is generally used) for 2 or 3 circuits and then return for additional circuits at Lyncrest.
 - A significant component of the airport/circuit review at Lyncrest includes operation of an aircraft from grass strips; 500 ft. circuits with obstacles; short, often soft fields and especially on 35-17; and density altitude discussions.
3. Additional CO Flights - In some situations, after the second flight, the CO pilots' recommendations could include additional flights/ CO time required---more airwork; more circuits; additional cross country exercises etc. This would then be carried out by either CO pilot until the new pilot has demonstrated they are comfortable flying FLUG at Lyncrest as PIC in a safe and competent manner. At that time a recommendation would be made to the Chief pilot and Aircraft Manager.
4. If the applicant has demonstrated she is comfortable operating in a competent manner she will receive approval to fly at least an hour of solo circuits in FLUG as PIC from the Chief Pilot.
5. Once at least an hour of solo circuits at Lyncrest is completed, the Chief Pilot may approve the new pilot booking the plane for local flights as per SOPs. This approval may include additional restrictions as the Chief Pilot sees fit.
6. The above Check Out Procedure and Solo Circuits must be completed in Day conditions. FLUG Pilots interested in flying FLUG at Night must:
 - a. Be approved for Day flights first
 - b. Request Chief Pilot's approval for Night flights, which requires submitting pages from FLUG Pilots log book demonstrating night flying completed on a C150/152 within the last 2 weeks, and submit a Night flying plan that follows the SOPs Night Flying Route, weather restrictions, and procedures.