

## Flying Particles Owner-Operator Information Sheet Summary

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 (**FR**) and the Member Information Sheet (**MIS**) (available at [www.flyingparticles.org](http://www.flyingparticles.org)). This form is a summary only.

**Meetings:** Held 2<sup>nd</sup> Tuesday of each month, 7:30 pm at the LVK terminal building.

**Wash Party:** Held on Saturday following the Tuesday meeting, 9 am at Hangar 11.

**Personal Information:** Add/change your info in ScheduleMaster, or notify Membership VP.

**Billing:** Billing cycle is from 16<sup>th</sup> of month to 15<sup>th</sup> 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 MIS and 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 MIS and the FRs for details.

### Reservations:

- Do not fly an aircraft without a reservation.
- Make reservations at [www.schedulemaster.com](http://www.schedulemaster.com) or 800-683-8055

**Damage to Aircraft:** If you have or may have damaged an aircraft, contact the plane captain or the Maintenance VP ([fpi\\_maintenance@email.com](mailto: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. Do not refuel C162 after 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](http://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   | N25ES    | N9658K   | N6004Z   | N1080M   | N43CA    |
| 4 quarts | 5 quarts | 5 quarts | 4 quarts | 9 quarts | 5 quarts |

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Member Signature

Date

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Club CFI Signature

Date

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Date

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Club CFI Signature

Date

## FLYING PARTICLES, INC.

**KEEP THIS ORIGINAL FORM FOR YOUR RECORDS**

**Scan this form and email to: [membership@flyingparticles.org](mailto:membership@flyingparticles.org) (preferred),  
or mail a COPY to: P.O. BOX 1109, LIVERMORE, CA 94551-1109**

### CESSNA 152 CHECKOUT FORM [Page 1 of 2]

#### 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. Power settings for climb, for cruise, and for the pattern.
5. Use of all systems and switches in the aircraft.
6. Permissible loading. See weight and balance records. Do at least one weight and balance calculation for this aircraft.
7. Preflight check.

#### 1981 C-152 [N6475Q]

|              | C152 |                  | N6475Q           |
|--------------|------|------------------|------------------|
|              | CIAS |                  | <u>lbs</u>       |
| $V_x$        | 54   | Max gross weight | 1670             |
| $V_y$        | 67   | Empty weight     | 1165             |
| $V_{s0}$     | 35   |                  |                  |
| $V_{s1}$     | 40   |                  | <u>Inch-lbs.</u> |
| $V_a$        | 104  | Empty moment     | 34534            |
| $V_{ne}$     | 149  |                  |                  |
| $V_{fe}$     | 85   |                  | <u>Gals.</u>     |
| $V_{glide}$  | 60   | Total fuel       | 26               |
| $V_{sh fld}$ | 54   | Usable fuel      | 24.5             |

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**CESSNA 152 CHECKOUT FORM [Page 2 of 2]**

FLIGHT CHECK [Items marked \* are not mandatory. Suggested tolerances are only a guide]

1. [ ] Use of checklist
2. [ ] Takeoffs: normal; no flaps; short field; soft field. (Tolerances: all airspeeds within  $\pm 10$  Kts of nominal)
3. [ ]\* Aborted takeoff at rotation speed.
4. [ ] Climbs: normal; best angle; best rate. (Tolerances: all airspeeds within  $\pm 5$  Kts of nominal)
5. [ ] Slow flight: with flaps; without flaps. (Tolerances: all airspeeds  $\pm 10$  Kts; no inadvertent stalls; altitude  $\pm 100$  feet)
6. [ ] Stalls: Power off; approach; departure. (Tolerances: altitude loss less than 200 feet)
7. [ ]\* Steep turns (45 degree bank). (Tolerances: bank  $\pm 5$  degrees; altitude  $\pm 100$  feet; roll out heading  $\pm 20$  degrees)
8. [ ] Instrument proficiency: Straight and level cruise; unusual attitudes; turns to heading; altitude changes.  
(Tolerances: cruise heading  $\pm 10$  degrees; roll-out heading  $\pm 15$  degrees; altitude  $\pm 150$  feet)
9. [ ] For instrument rated pilots: At least one instrument approach.
10. [ ] Landings: Normal; no flaps; short field; soft field. (Tolerances: approach speeds within 10 Kts of nominal)
11. [ ] One short field landing at Livermore with turn-off at first exit to ramp. (Approximately 1350 feet for 25R)
12. [ ] Go around from full flaps approach.
13. [ ] Minimum requirements: C-152: Student pilot license or better

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INSTRUCTOR'S CERTIFICATION: I certify that \_\_\_\_\_ has completed his/her  
CESSNA 152 checkout on this date: \_\_\_\_\_, having demonstrated all  
items checked above to my satisfaction. Total PIC hours on this date: \_\_\_\_\_

Instructor Signature: \_\_\_\_\_ Date: \_\_\_\_\_

CFI # : \_\_\_\_\_

Checkout type: Annual [ ] Initial [ ] Last medical date: \_\_\_\_\_ Class 1 2 3