

# DHESC : FLYING SECTION : CHECKOUT NOTES

(New version for C-GRAJ)

## **Part A Preparation The pilot needing the checkout should have the following things all in order :-**

- |                              |   |
|------------------------------|---|
| 1) DHESC membership          | 6) Radio Licence, Current Pilot Licence & Medical |
| 2) Flying Section membership | 7) Current Maps                                   |
| 3) Release from Liability    | 8) Ramp Safety Course completed                   |
| 4) Knowledge of club rules   | 9) Familiarization sheet (C-172 only)             |
| 5) PIC time in last 5 yrs    | 10) Copy of these Notes                           |

## **Part B Facilities & Equipment**

### **A pilot new to our club should be shown the following, with explanation as required :-**

- 1) Flying Club binder, at Guardhouse : keys, visitor badges, etc
- 2) Flying Club website [www.dehavillandflyingclub.ca](http://www.dehavillandflyingclub.ca) : Booking Sheets, Status Sheets, etc
- 3) Airport Operations Office, with explanation of YZD PATWAS (416-375-4077) and AWOS (122.975)
- 4) Shed : oil storage, oil consumption log, pre-heater, battery charger, headset, hand pump for tires
- 5) 500 gallon fuel tank, grounding reel, how to refuel aircraft
- 6) Documents (C of A, AAIR, C of R, W&B, Insurance, Interception Orders, Permission to Operate), Aircraft Handbook, Spare Fuses, Journey Log, Tach Sheets, CFS & Downview page of CFS

## **Part C Basic guidelines for the flying part of the Checkout :-**

- 1) The pilot receiving the checkout logs flight time as dual. The Check Pilot logs it as PIC.
- 2) Minimum is one circuit, if currency has only just lapsed, and pilot has flown several hours in our club.
- 3) Flight time required, & flight exercises to be reviewed, depends on the judgement of the Check Pilot, but there are guidelines below for the C-172, for pilots new to a C-172 (see Part D).
- 4) For a pilot new to our club, and unfamiliar with Downview, there are guidelines below (see Part E) which cover ground operations here, and flight operations at this airport and the vicinity to the North.

## **Part D Guidelines for pilots new to the C-172**

- 1) Familiarization sheet must be completed, and corrected as necessary by the Check Pilot, and kept for reference by the pilot receiving the checkout.
- 2) Pilot receiving the checkout should be fully briefed on our aeroplane before flight, how it all works, radio operation, fuel selector, switches, ELT, parking brake, keys (pilot's door, baggage door, ignition), etc
- 3) Dual flight(s) should include :- Steep turns, Slow Flight, Stall(s) with flaps up & flaps down, and at least 5 take-offs & landings (some with crosswind if possible).
- 4) Checkout flight time should typically be about 2 hours (4 hrs or more may be needed in some cases).

## **Part E Guidelines on ground & flight operations at Downsview**

- 1) YZD is uncontrolled, for flight operations. Traffic control does apply for ground operations, whenever the advisory service is operating, with normal ground operations procedure being for all aircraft and vehicles to request clearance on the MF before entering the taxiway or runway. When the advisory is closed, ground operations are uncontrolled, but MF regulations still apply.
- 2) The YZD advisory service is normally in operation at the times published in the CFS, and sometimes at other times (if company flight operations are scheduled). Company ground operations (eg engine ground runs) often take place when the advisory is closed, and DHESC-FS flight operations may take place when the advisory is open or closed.
- 3) There is a company frequency (VE9JS) as published in the CFS, but the mandatory frequency (126.2) must be used for all flight operations, and for ground operations on the manoeuvring areas (ie runway and taxiway, but not apron), as per CAR 602.98 & 602.99. We do not normally use '9JS' frequency in DHESC-FS aircraft. The Downsview MF is recorded 24/7.
- 4) The YZD Zone can be a busy area, with Rotor City (Global 1 etc), North-South traffic to/from City Centre (including medevacs), traffic spotters (Media 1 etc). The traffic spotters' routes often follow the major highways (401, 407) but they also follow Allen Road and Keele Street in our Zone.
- 5) In the YZD Zone, we generally do not fly West of the runway centreline, because of YYZ.
- 6) There are two engine run areas (West & East) for production aeroplanes, on the stubs of the old runway 09-27. CAUTION - Engine ground runs are often at high power.
- 7) The usual place for ground runs of DHESC-FS aeroplanes is at the edge of the taxiway, between our shed and the runway hold line, into wind, and facing the taxiway (ie with slipstream over the grass, for safety and visibility of other traffic). If the advisory is open, clearance is required to taxi from our tie-downs to this run-up area (otherwise just broadcast to traffic).
- 8) After startup, if the advisory is open, when calling to request taxi for run-up, you should include the number on board, fuel (in hours) and intentions (eg 2 hrs local North)
- 9) After run-up, and pre-takeoff checks, a further call, and a visual check of approaches, are both required before entering the runway
- 10) The Northern edge of the YZD Zone is conveniently marked by highway 407. Typical call outbound is - leaving the Zone to the North, 1500'
- 11) There are also convenient landmarks for other parts of the YYZ Class C airspace boundary, North of Downsview (ie Wonderland; tower South of King City; power lines across Hwy 400; Bradford)
- 12) Note the three Common Frequency Areas,  
(CFA #1 North East 122.9, CFA #2 North West 123.025, CFA #3 South 122.925)
- 13) If flying from YZD direct to the YTZ or YKZ zones, with only one COM radio (eg in QKX), advice from TC is to call before the boundary (eg 'QKX switching to City Centre' giving position if appropriate) and switch before the boundary. If access to the new zone is delayed (eg radio congestion) you may need to orbit short of the boundary, and perhaps revert to the YZD frequency for a while.
- 14) If inbound from North, should call on 126.2 at about 10 miles (eg King City) as per CAR 602.101.
- 15) A good landmark about 5 miles north of the airport is the Maple rail yards. This is a convenient place to go, to orbit, if it is necessary to get out of the way of company operations for a short while (eg to allow a Global Express time to land, backtrack and exit the runway). Sometimes the advisory will ask for this, or a DHESC-FS pilot will simply choose to do this, when it is appropriate.
- 16) Normal circuit entry, from the North, is to make an appropriate call, and either
  - join straight into the right hand downwind leg for runway 33
  - join with a right turn onto left base for runway 15.
- 17) Before every approach, specific intentions should be stated on the MF as per CARs (ie full stop, stop & backtrack, stop & go, touch & go, or overshoot)

## FAMILIARIZATION SHEET FOR : C-172M : C-GRAJ

Name \_\_\_\_\_ Date \_\_\_\_\_

- 1) Licenced Empty Weight for RAJ is \_\_\_\_\_ lb. with a moment of \_\_\_\_\_ lb.ins
  - 2) This means that the CG for this condition is \_\_\_\_\_ inches aft of the datum
  - 3) The Max Gross Weight is \_\_\_\_\_ lb, so the max weight for fuel+people+baggage is \_\_\_\_\_ lb
  - 4) Max useable fuel capacity is \_\_\_\_\_ US gallons, or \_\_\_\_\_ lb. Total Unuseable fuel is \_\_\_\_\_ lb.
  - 5) Maximum total weight of people & baggage, with full fuel tanks, is \_\_\_\_\_ lb
  - 6) Gross Weight for the Utility Category is limited to \_\_\_\_\_ lb
  - 7) With 1 rear seat passenger and/or aft baggage, is it legal to do stalls? \_\_\_\_\_
  - 8) With 1 rear seat passenger and/or aft baggage, is it legal to do spins? \_\_\_\_\_
  - 9) With 380 lb in 2 front seats, what is max fuel load for spins, in % of total tank capacity? \_\_\_\_\_%
  - 10) With 380 lb in front seats, and 380 lbs in rear seats, max fuel load to max gross weight is \_\_\_\_\_ lb
  - 11) This fuel load, from 10) above, expressed as a percentage of total tank capacity is \_\_\_\_\_%
  - 12) For the case of 11) above, the loaded moment/1000 is \_\_\_\_\_ lb.ins.
  - 13) For the case of 12) above, is the fully loaded aeroplane within CG limits ? \_\_\_\_\_
  - 14) For take-off and landing, the fuel selector should be set to \_\_\_\_\_
  - 15) With flaps down more than 20 deg., sideslips may cause \_\_\_\_\_
  - 16) Minimum and maximum engine oil levels are : \_\_\_\_\_ US quarts min : \_\_\_\_\_ US quarts max
  - 17) Stall speed at max weight & aft CG : \_\_\_\_\_ mph CAS with flaps up & \_\_\_\_\_ mph with flaps 40 down
- For questions 18-27 below, speeds are Indicated Air Speeds
- 18) Manoeuvring speed ( $V_a$ ) = \_\_\_\_\_ mph
  - 19) For a normal take-off : lift the nose at \_\_\_\_\_ mph and climb out at \_\_\_\_\_ mph
  - 20) For short field t.o. over an obstacle, set flaps to \_\_\_\_\_ deg & use obstacle clearance speed of \_\_\_\_\_ mph
  - 21) For take-off from a soft or rough field, with no obstacle, use a flap setting of \_\_\_\_\_ degrees
  - 22) Climb speeds : Best Angle ( $V_x$ ) \_\_\_\_\_ mph ; Best Rate ( $V_y$ ) , at Sea Level \_\_\_\_\_ mph
  - 23) For a normal landing, approach speed is \_\_\_\_\_ mph with flaps up & \_\_\_\_\_ mph with flaps down
  - 24) For a short field landing approach, use flaps \_\_\_\_\_ and an approach speed of \_\_\_\_\_ mph
  - 25) To overshoot from a full flap approach, select full power, carb heat off, then reduce flap to \_\_\_\_\_ degrees
  - 26) For a precautionary landing, use \_\_\_\_\_ mph with flaps at \_\_\_\_\_ degrees, for the low level inspection
  - 27) For a forced landing, use a glide speed of \_\_\_\_\_ mph with flaps up & \_\_\_\_\_ mph with flaps down