

## **PYFC FLIGHT REVIEWS**

May 2020

As you are aware, PYFC requires an annual flight review to retain currency. This document is intended to provide both pilots and instructors with a joint understanding of content and expectations of those reviews.

The FAA defines flight reviews as follows:

§61.56 Flight review.

(a) Except as provided in paragraphs (b)\* and (f)\* of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

(1) A review of the current general operating and flight rules of part 91 of this chapter; and

(2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

\*(b & f refer to glider pilots and CFI's respectively)

This simplistic statement is further amplified by the document “Conducting an Effective Flight Review”

(<https://www.faa.gov/files/gslac/library/documents/2006/Oct/6578/Conducting%20an%20Effective%20Flight%20Review%20Dec05.pdf>). This document provides guidance to Flight Instructors for conducting such a review, but also provides expectations for all pilots relative to the potential depth and breadth of a Flight Review. In addition, it provides checklists and flight suggestions for maintaining proficiency. It is not surprising that the content covers everything you experienced in working toward your current certifications.

Now you say, “How can all this be covered in 1 hour of ground, and one hour of flight time?” The answer is, “it can’t”. At PYFC your selected instructor will personalize your flight review, depending on your past and current experience, the type of flying in which you typically engage, and your proficiency. Our instructors draw upon their knowledge of typical areas of pilot difficulties, especially those highlighted by the accident causals represented in the latest Nall report. Our aim is to provide you and the Club with a safe flying environment, and, through proficiency, provide you with the ability to enjoy our privilege of flying.

Now, to be more specific, here is what you may expect:

**Ground** (not necessarily all inclusive)

### **1 Hour Minimum**

- Review of Part 91 flight rules and airspace
- Review of local rules and airspace (TFR's)
- NOTAM's
- Review of aerodynamic principles
- Review of your aircraft specifications, flight characteristics, including density altitude considerations, airspeeds, and weight and balance
- Review of weather briefing
- Review of flight planning
- Review of risk management and your personal risk profile
- Review of aircraft preflight

**Flight** (also not all inclusive)

### **1 Hour Minimum**

Expect takeoffs and landings (TOLs), air work, and hood work

- TOLs: Soft/Short field, go-around, crosswind, forward slip, engine failure, power off 180's
- Air Work: Flight at critically slow airspeed, power on/off stalls, accelerated stalls, steep turns, aircraft emergencies, ground reference maneuvers, VFR navigation, instrument failures, lost procedures
- Hood Work: VOR & GPS navigation, 180° reversal, unusual attitudes (including graveyard spiral)

Of course, the total time for this review will depend a lot on your specific preparation and proficiency. The previously mentioned proficiency plans are encouraged. We also encourage you to take advantage of the FAA Pilot Proficiency Program (also known as "Wings", found at [www.faasafety.gov](http://www.faasafety.gov)). Both ground and flight requirements are covered there, and our instructors are at the ready to support your work on all phases of this program. Note that participation in Wings can equate to a Flight Review, and, in our case, minimize the time required for your PYFC review, or become your Flight Review. (In some cases, it may also decrease your insurance costs.)

### **A PYFC FLIGHT RULE REMINDER**

To fly any PYFC aircraft solo, you must have been initially checked out in it at some **time**. You should take your flight review in the most complex and/or most technically advanced PYFC aircraft that you want to fly. This will qualify you to fly the other aircraft. If you have not flown a specific aircraft in the past 12 calendar months, or any PYFC aircraft in the previous 6 calendar months, you must acquire a check-out from a club CFI in that aircraft.