

## SFC Standard for Checkout of New Members

This standard lists the prerequisites for approval to fly Skycombers Flying Club (SFC) airplanes. It is provided for use by new or current SFC members seeking approval for active flight status, and for use by certified flight instructors (CFIs) performing SFC evaluations. These requirements define the minimum level of pilot proficiency required of all flying members of the SFC. While the requirements are intended primarily for new members, they will also be imposed on any current member who has not maintained flight proficiency. For the purpose of this standard, flight proficiency shall be defined as having flown an SFC aircraft, or a direct equivalent, within the previous 12 months. Current SFC members who have not flown an SFC aircraft within the past 12 months must be re-evaluated by obtaining a Phase Two checkout.<sup>1</sup>

The checkout shall be performed in two phases:

**Phase One:** The Phase One checkout must be completed successfully by the applicant with a SFC member designated by the SFC President, henceforth referred to as the Evaluator, before any CFI check out may occur. The checkout session shall include, at a minimum:

- A thorough review of the Pilots Operating Handbook with a special emphasis on key airspeeds, engine temperatures, emergency procedures, and required equipment.
- A review of all SFC required procedures with respect to record keeping, including the flight ticket book and oil condition memorandum.
- Complete and proper pre-flight and post flight procedures.
- A review of basic FAA air space rules and regulations with an emphasis on local procedures such as the “Four Stacks Departure” procedures and such others as the Evaluator deems significant.
- Discussion of SFC specific rules regarding flight currency and safe operation of the aircraft.
- A discussion to assure that the objectives of SFC and those of the candidate new member are compatible, and an evaluation that the applicant’s membership would be in the best interests of the SFC.

The Evaluator shall also consider any subjective factors affecting the pilot applicant’s suitability to join SFC prior to the Evaluator’s approval of the applicant to perform Phase Two. The applicant must join the SFC as a new Owner, with his/her application accepted and approved and the initiation fee received, before the new Owner can begin Phase Two.<sup>2</sup>

**Phase Two.** The Phase Two checkout is to be performed by the pilot applicant (or current member being re-evaluated) with an SFC-approved Certified Flight Instructor (CFI) following the successful completion of Phase One. Phase Two must be completed within 30 days of the successful completion of Phase One. Throughout the flying portions of Phase Two, the pilot applicant shall at all times be acting as pilot in command. Phase Two shall include demonstrating the tasks covered by an FAR 61.56 Biennial Flight Review (BFR), except Phase Two shall be an evaluation instead of a review.

<sup>1</sup> The 12-month requirement is not meant to imply that one flight by a pilot every 11 months in an SFC aircraft is sufficient to maintain flight proficiency.

<sup>2</sup> SFC membership is required at this point so that the new Owner will be covered by SFC insurance during the course of the checkride, during which time he/she will be acting as the Pilot in Command (PIC) of the SFC aircraft.

THIS IS A CHECK RIDE; it is not flight instruction. If the CFI determines that the pilot applicant (or current member) has met each requirement to a high level of performance at least to the Private Pilot skill level, the CFI shall submit a report to Evaluator indicating that the applicant pilot has met or exceeded all check ride criteria. If, however, the CFI finds the applicant pilot to be deficient in one or more areas he shall inform both the applicant pilot and the Evaluator of the deficiencies in writing. It shall then be the sole responsibility of the applicant pilot (or current member) to receive remedial instruction in a non-SFC aircraft unless use of the SFC aircraft is specifically allowed by the Evaluator. The Evaluator may grant approval for instruction in the SFC aircraft if the deficiencies are few and directly related to the operation of that particular aircraft. But if the deficiencies are numerous and not specifically related to the particular aircraft, the Evaluator shall forbid the use of SFC aircraft by the applicant pilot or current member.

All costs associated with this check ride, and with any other aspects of the checkout, shall be the sole obligation of the applicant pilot or current member.

Once a pilot applicant, or current member being re-evaluated, has successfully passed all elements of this check out, the Evaluator shall so inform the SFC officers, and the member/applicant will then be placed on flight status.

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