

## **MEL Flight Review with IPC**

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

START \_\_\_\_\_ OFF \_\_\_\_\_ ON \_\_\_\_\_ IN \_\_\_\_\_

AIRCRAFT \_\_\_\_\_

- ⇒ Preflight: Airworthiness, Inspections, VOR Check
- ⇒ Flight Plan,  
Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./  
Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color
- ⇒ Normal and Crosswind Takeoff  
(Heading +5 degrees, Airspeed +-5 Kts.)
- ⇒ Instrument Departure
- ⇒ Engine Failure During Takeoff Before Vmc  
(Simulated & Calculated 50 percent below Vmc)
- ⇒ Engine Failure After Lift-Off (Simulated >Vsse, Vxse, Vyse,  
>400AGL Vxse or Vmc+5 then Vyse HDG. 10° ASPD 5Kt.)
- ⇒ Steep Turns (Visual or Simulated IFR)  
45 Degree Bank Altitude +- 5 Degrees Heading +-10  
degrees Altitude +-100' Airspeed +-10 Knots
- ⇒ Unusual Attitude Recovery  
(Airspeed Increasing = Power, Level Wings, Raise Pitch;  
Airspeed Decreasing = Power, Lower Pitch, Level Wings.)

- ⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10°  
Aspd. +10 -0 Bank +-10°.)
  - ⇒ Intercepting and Tracking  
\_\_\_\_\_ Radial \_\_\_\_\_ Intersection \_\_\_\_\_ RNAV
  - ⇒ Approaches to Stalls (At least one while turning in 15 to  
30 degree bank)
  - ⇒ Holding: (Airspeed +-10 Kts. Altitude +-100'  
Heading/course +-10°)
  - ⇒ Go-Around or Missed Approach (Heading +-10°  
Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)
  - ⇒ Engine Shutdown and Restart (At Least 3000' AGL)
  - ⇒ Intercepting and Tracking Courses
  - ⇒ Precision Approach
  - ⇒ Non Precision Approach
  - ⇒ Approach with Partial Panel
  - ⇒ Landing with Inoperative Engine (10°. +-10Kts.)
  - ⇒ Abnormal / Emergency Procedures
  - ⇒ Circling Approach
- NOTES: