

DOCUMENTS ON BOARD AIRCRAFT: [91.203(a)(1), 91.293(a)(2), FCC, 91.9(b), 91.103, Aircraft Flight Manual]

"A-R-R-O-W"

- A**irworthiness Certificate — 91.203(a)(1) (must be displayed at cabin or cockpit entrance so it is legible to passengers and crew)(The Airworthiness Certificate remains valid as long as the aircraft is maintained and operated as required by the FARs)
- R**egistration papers — 91.203 (A **TEMPORARY** registration is **NOT acceptable** for **international** travel)
- R**adio Station License — FCC Form 605 (**NOT required** within the U.S. — **IS required** outside the U.S.)
This aircraft radio station license is good for 10 years but is not transferable if the aircraft is sold.
- O**perating Limitations — 91.9(b) and **Aircraft Flight Manual**. (14 CFR 23.1581)
- W**eight & Balance data — 91.103, 135.185 and **Aircraft Flight Manual**. (14 CFR 23.1581)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N123FU	2. MANUFACTURER AND MODEL DA-20F	3. AIRCRAFT SERIAL NUMBER 341	4. CATEGORY TRANSPORT
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which it is issued has been inspected and found to conform to the type certificate thereto to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE 03-09-74	FAA REPRESENTATIVE RONALD McDONALD	DESIGNATION NUMBER SO FSDO 13	

FCC Federal Communications Commission Wireless Telecommunications Bureau RADIO STATION AUTHORIZATION	
LENGEL WORLD AIRLINES 1223 RIVERSIDE DRIVE CHARLOTTE NC 28214	
Etc.	
FCC 605	



Operating Limitations
&
Weight & Balance data

Aircraft registration must be renewed every 3 years. (47.40)

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS N 4823U	AIRCRAFT SERIAL NO. 341
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT DASSAULT DA-20F	
ICAO Aircraft Address Code: 513788	
LENGEL WORLD AIRLINES 1223 RIVERSIDE DRIVE CHARLOTTE NC 28214	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.

CERTIFICATES REQUIRED IN PILOT'S POSSESSION: (61.3)

"R-P-M"

- R**adio permit (FCC license) — FCC Form 605 — **NOT required** for operations **WITHIN** the **U.S.** but **IS required** for operations **OUTSIDE** the **U.S.** (ICAO rules). A Restricted Radiotelephone Operator Permit is **good for life**. Call the **FCC** at **888-225-5322** (www.fcc.gov) for a copy of the form and the current fee.
- P**ilots certificate — in your personal possession or readily accessible in the aircraft — the original only — a copy will not do — and a **PHOTO IDENTIFICATION** such as **driver's license**, **Government** or **State ID** card, U.S. **Armed Forces ID**, **Passport**, **Airport Security Badge**, or "**other form** of identification that the **Administrator finds acceptable**". (61.3)
- M**edical — in your personal possession or readily accessible in the aircraft — the original only. (61.3)

UNITED STATES OF AMERICA Federal Communications Commission Restricted Radiotelephone Operator Permit	
Richard Flyanything Lengel is authorized to operate any radio station which may be operated by a person holding this class of license. This permit is issued in conformity with Paragraphs 3454 and 3945 of the Radio Regulations, Geneva 1979, and is valid for the lifetime of the holder unless suspended by the FCC.	
Etc.	



UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration MEDICAL CERTIFICATE FIRST CLASS	
This certifies that (full name and address): Richard Flyanything Lengel 1223 Riverside Drive Charlotte, NC 28214	
Date of Birth	4/14/XX
Height	68
Weight	175
Hair	Brn
Eyes	Blue
Sex	M
Has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.	
Limitations	NONE
Date of Examination	01/08/20XX
Examiner's Designation No.	07253-3
Etc.	

INSPECTION of CERTIFICATE — PRESENTATION of DOCUMENTS: [61.3, 61.51(i)]

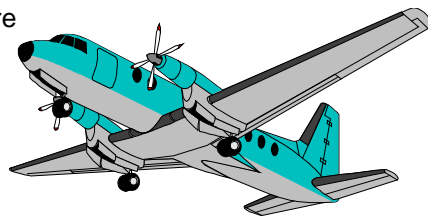
Each person who holds an **AIRMAN CERTIFICATE**, **MEDICAL** certificate, **LOGBOOK**, authorization, or license required by this part must present it for inspection upon a request from:

- The Administrator;
- An authorized representative of the NTSB;
- Any Federal, State, or local law enforcement officer; or
- An authorized representative of the Transportation Security Administration.

EVERYTHING EXPLAINED for the Professional Pilot

TYPE RATING REQUIREMENTS — CATEGORY / CLASS RATING: [61.31(a)(b)(c)(d)]

1. A person who acts as a **Pilot In Command** of a **large aircraft** (more than 12,500 lbs gross takeoff weight), a **turbojet**-powered airplane, or **other aircraft** specified by the Administrator **must hold a type rating** for that **aircraft**.
2. If the aircraft requires two pilots, the pilot must also be **CURRENT** in that aircraft — see **61.58** — Maintaining Currency for a Type Rating — **Pilot-In-Command Proficiency Check: “Operation of Aircraft Requiring More than One Pilot Flight Crewmember”**. See this chapter.
3. A person **may be authorized** to **operate without a type rating** for up to **60 days** at a time provided the **Administrator has authorized** the flight or series of flights for the purpose of a — **ferry flight**, **training flight**, **test flight**, or **practical test** for certificate or rating and as long as it involves only the carriage of flight crewmembers essential for the flight and does not involve compensation or hire. The FSDO may issue a **Letter Of Authorization (LOA)** in lieu of the type rating. The FSDO may also issue an LOA letter for a pilot *with* a type rating for ferry or training flights for the purpose of meeting the 12 month or 24 month proficiency check requirements of 61.58.
4. An applicant for a type rating needs only a **THIRD CLASS medical** to take the practical test (**flight test**) **in the aircraft** and receive the type rating. When taking the flight test in a **simulator** he would **not need ANY medical** at all [61.23(b)(8)]. He would however need the appropriate class medical (depending on the type of operation) to actually serve as a required flight crewmember in the aircraft (duh!).
5. **To serve as Pilot In Command** of an **aircraft**, a person **must hold** the appropriate **category, class, and type rating** (if required) — or — be receiving training for that rating under the supervision of an authorized instructor — or — have received an endorsement for solo flight in that aircraft from an instructor authorized to provide the required endorsement.

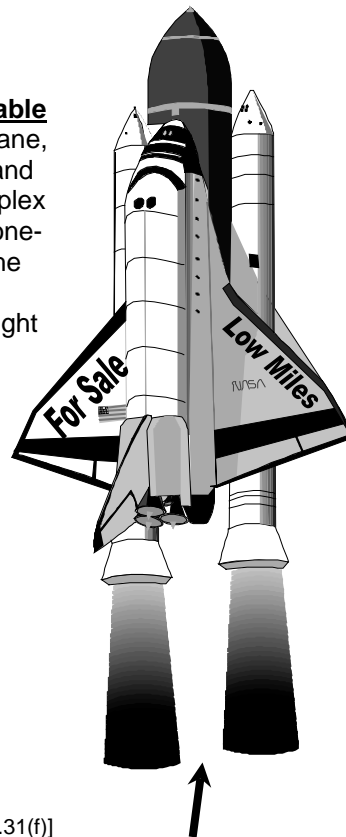


COMPLEX AIRPLANES — ENDORSEMENT: [61.31(e)]

1. **No person may act as Pilot In Command** of a complex airplane (**retractable gear, flaps, and a controllable pitch propeller**; or, in the case of a seaplane, flaps and a controllable pitch propeller), unless that person has **received** and logged ground and flight **training** from an **authorized instructor** in a complex airplane or simulator — has been found proficient — and has **received** a one-time **endorsement** in the pilot's logbook from the instructor who certifies the person is proficient.
2. This training and endorsement is **not required** if the person has **logged** flight time as **Pilot In Command** of a complex airplane or simulator **prior to August 4, 1997**.

A pilot may **LOG PIC** time in a **complex** or **high performance** aircraft **without** the appropriate **endorsements** if he is the **“sole manipulator of the controls of an aircraft for which the pilot is rated”** (category, class, and type) and the **ACTING PIC** is appropriately rated and does have the appropriate endorsements. (61.51)

The FAA has determined that airplanes equipped with **retractable landing gear, flaps, and a Full Authority Digital Engine Control (FADEC)** **meet the definition** of being a **complex airplane** and **may be used for commercial pilot and flight instructor certification**. Currently the only aircraft that meets these requirements is the **Diamond DA42**. (FAA Notice N 8000.331)



HIGH-PERFORMANCE AIRPLANES — ENDORSEMENT: [61.31(f)]

1. **No person may act as Pilot In Command** of a high-performance airplane (**more than 200 hp produced by one of the engines**), unless that person has **received** and logged ground and flight **training** from an **authorized instructor** in a high-performance airplane or simulator — has been found proficient — and has **received** a one-time **endorsement** in the pilot's logbook from the instructor who certifies the person is proficient. NOTE: A **small twin** with **200 hp or less per side would not count as a high performance aircraft** for the purpose of this regulation.
2. This training and endorsement is **not required** if the person has **logged** flight time as **Pilot In Command** of a high performance airplane or simulator **prior to August 4, 1997**.

OPERATIONS REQUIRING A MEDICAL CERTIFICATE: (61.23, 67.111)

A person must hold:

1. A **First-Class** medical certificate when exercising the privileges of an **Airline Transport Pilot** certificate. Required for Part 135 **PASSENGER-carrying operations only** — No person may serve as **PIC** of a **turbojet** (carrying passengers), or an airplane having **10 or more passenger seats**, **OR** a **multiengine** airplane in a **commuter operation** unless he holds an **Airline Transport Pilot** certificate and a current **1st Class Medical** (135.243).
2. At least a **Second-Class** medical certificate when exercising the privileges of a **Commercial Pilot** certificate. Required for all commercial flying except that which requires an ATP (no "EKG" required).
3. At least a **Third-Class** medical certificate when exercising the privileges of a **Private Pilot**, **Recreational Pilot**, **Student Pilot**, or **Flight Instructor** (with certain exceptions for gliders and balloons).

CFIs need only a **Third-Class** medical **to give instruction** (and get paid for it) **if** they **act as** a **required crewmember**, but **no medical** at all **if** they **don't act as** a **required crew member** (and they can still get paid for it).



OPERATIONS NOT REQUIRING A MEDICAL CERTIFICATE: (61.23)

A person is not required to hold a medical certificate:

1. When exercising the privileges of a pilot certificate with a **glider** category rating;
2. When exercising the privileges of a pilot certificate with a **balloon** category rating;
3. When exercising the privileges of a **student pilot** certificate **while seeking** a pilot certificate with a **glider** category rating or **balloon** class rating;
4. When exercising the privileges of a **flight instructor** certificate with a **glider** category rating;
5. When exercising the privileges of a **flight instructor** certificate if the person is **not acting as pilot in command** or serving as a **required** pilot flight **crewmember**;
6. When exercising the privileges of a **ground instructor** certificate;
7. When serving as an **examiner** or **check airman** during the administration of a test or check for a certificate, rating, or authorization conducted **in a flight simulator** or flight training device; or
8. When **taking a test** or check for a certificate, rating, or authorization conducted **in a flight simulator** or flight training device.
9. A **sport pilot** when using a valid U.S. driver's license to meet the requirements who has been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (if the person has applied for a medical certificate) and does not know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner.



DURATION OF A MEDICAL CERTIFICATE: (61.23, 61.19)

If you hold a	And on the date of examination for your most recent medical certificate you were	And you are conducting an operation requiring	Then your medical certificate expires, for that operation, at the end of the last day of the
First Class (Reverts to 2 nd Class then 3 rd Class respectively after dates shown)	Under age 40	an Airline Transport Pilot certificate	12th month after the month of the date of examination shown on the medical certificate.
	Age 40 or older	an Airline Transport Pilot certificate	6th month after the month of the date of examination shown on the medical certificate.
Second Class (Reverts to 3 rd Class after the 12 th month)	Any age	a Commercial Pilot certificate or an Air Traffic Control Tower Operator certificate	12th month after the month of the date of examination shown on the medical certificate.
Third Class	Under age 40 (NOTE: The duration of a student pilot certificate matches the duration of a third class medical certificate.)	a Recreational Pilot certificate, a Private Pilot certificate, a Flight Instructor certificate (when acting as PIC or a required pilot flight crewmember in operations other than glider or balloon), a Student Pilot certificate, or a Sport Pilot certificate (when not using a U.S. driver's license as medical qualification)	60th month after the month of the date of examination shown on the medical certificate.
	Age 40 or older	Same as above	24th month after the month of the date of examination shown on the medical certificate.

You **must report** all visits to any health professional within the last 3 years including names and addresses. **Even** an **annual physical** exam from your **family doctor should be reported**, but **routine dental** or **eye examinations need not be reported**. More serious medical problems may require additional documentation.

NOTE: A **1st Class** medical requires an **electrocardiogram**—aka "**EKG**" — examination at the **first application after reaching** the person's **35th birthday** and on an **annual basis after reaching** the person's **40th birthday**. (67.111)



For each eye separately.

20/20
The first 20 of the 20/20 refers to 20 feet away from the **Snellen eye chart**.

If the smallest line you can read is the 20/60 line, your eyes are seeing that line as if a person with 20/20 vision were standing 60 feet from the chart instead of 20.



"On the plus side, you certainly have a fantastic memory captain. Now let's turn around and try it again. We moved the chart to the opposite wall since your last visit."

VISION REQUIREMENTS		
	1 st & 2 nd Class	3 rd Class
Distance Vision	20/20 corrected	20/40 corrected
Near Vision	20/40 corrected	20/40 corrected
No limitation on how badly you see without correction.		