

# INITIAL AND RECURRENT GROUND TRAINING (BARON)

You must complete recurrent ground training to meet the requirements of §135.351(b) every 12 calendar months, based on the month in which your initial Baron training was completed, within the three-month period defined by §135.301(a).

At Flight Express, recurrent ground training shall be completed in the form of a self-test on the modules listed below. Each pilot must obtain a copy of this test, complete it (using the appropriate reference materials) and deliver it to the Manager of Training, who will review it and place it in the pilot's training file along with a completed and signed Recurrent Ground Training Certificate (*Appendix I*). This test will cover the modules listed in the table below.

Module	Hours	Name
1	.5	Multi-Engine Theory
2	.5	Multi-Engine Regulations
3	.5	Beech E55/58 Baron General Information
4	.5	Beech E55/58 Baron Normal Procedures
5	.5	Beech E55/58 Baron Emergency Procedures
6	.5	Beech E55/58 Baron Performance
7	.5	Beech E55/58 Baron Weight and Balance
8	.5	Fleet Differences

<b>TOTAL PROGRAM HOURS:</b>	<b>4</b>
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## INSTRUCTIONS:

1. Select a day that you are not scheduled to fly. (Normally this will be a Saturday or a Sunday, although it can be any day that Dispatch confirms that you are not scheduled to fly.) Advise the Manager of Training by phone which day you have selected. He will forward this information to Dispatch and to the Chief Pilot as well as to the Director of Operations.
2. On that day, note your on-duty time and off-duty time on your normal daily Pilot Duty Record just like you always do when flying the line. **It takes 4 hours to complete this program. YOU MUST BE ON DUTY FOR AT LEAST 4 CONSECUTIVE HOURS!** Make sure that this will not cause a conflict with your next anticipated duty assignment.
3. **WARNING! EXTREMELY IMPORTANT!** You *must* call in your on-duty and off-duty times to Dispatch before you can be proposed on duty for your next assignment! If, for example, you completed your recurrent ground training on a Saturday or Sunday, you need to advise the Dispatcher of your on-duty and off-duty times for that training *before* going on duty to fly your regular run on Monday morning.
4. Fill out the Recurrent Ground Training Special Pay Request (included at the end of this test). Otherwise you won't get paid!
5. Fill out the Recurrent Ground Training Certificate (also included at the end of this test.)
6. Answer all of the questions in the following 8 modules, using the appropriate reference materials.
7. Submit the test, the record, the request and the certificate to the Manager of Training. Use the U.S. Postal Service, *not* company mail. (The date on all four of these documents **MUST MATCH!**) They will be kept on file for the FAA to inspect for a period of not less than 12 calendar months.
8. Please do not staple the four documents listed above together. (It is OK to staple the test together, but do not staple the other three documents to it.)

Flight Express, Inc.  
Manager of Training  
3614 East Amelia Street  
Orlando, FL 32803



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NAME: \_\_\_\_\_

DATE: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

*The answers to the airplane-specific questions in this test can be found in the **Pilot's Operating Handbook (POH) for a Beechcraft 58 Baron**. I used a 1979 POH (TH-1 through TH-772) – the same one we use as the basis of our initial airplane familiarization program in ground school – to write this test. Differences may exist if you look at the POH for a different model, but these differences are minor. Answers to the general knowledge questions come from the Federal Aviation Regulations, the Aeronautical Information Manual, the Airplane Flying Handbook or the Pilot's Handbook of Aeronautical Knowledge.*

## **Module 1** **Multi-Engine Theory (.5 hours)**

1. What are the three most critical phases of flight in a multi-engine airplane? (When is the airplane in the most vulnerable position and where do most accidents occur?)
  - A. Takeoff, initial climb and landing.
  - B. Takeoff, initial climb and cruise.
  - C. Cruise and initial descent.

Match the following:

2. Accelerate-stop distance \_\_\_\_\_
3. Accelerate-go distance \_\_\_\_\_
4. Service ceiling \_\_\_\_\_
5. Absolute ceiling \_\_\_\_\_
6. Single-engine service ceiling \_\_\_\_\_
7. Single-engine absolute ceiling \_\_\_\_\_

- A. the maximum altitude at which use of the airplane's best rate of climb speed would result in a climb rate of 100 feet per minute
  - B. the total distance required to accelerate to rotation speed, lose the critical engine, abort the takeoff and come to a complete stop
  - C. the altitude at which  $V_X$  and  $V_Y$  are equal
  - D. the altitude at which  $V_{XSE}$  and  $V_{YSE}$  are equal
  - E. the total distance required to climb to an altitude of 50 feet after losing the critical engine at the moment of liftoff
  - F. the maximum altitude at which use of  $V_{YSE}$  would result in a climb rate of 50 feet per minute
8. What happens to  $V_{YSE}$  and  $V_{XSE}$  as altitude increases?
    - A.  $V_{YSE}$  decreases and  $V_{XSE}$  increases.
    - B.  $V_{YSE}$  and  $V_{XSE}$  both increase.
    - C.  $V_{YSE}$  and  $V_{XSE}$  both decrease.
    - D.  $V_{YSE}$  and  $V_{XSE}$  both remain the same for a given altimeter setting.
    - E.  $V_{YSE}$  increases and  $V_{XSE}$  decreases.

9. In most light twins (including Barons), if takeoff is attempted at a field where the density altitude is higher than the single-engine service ceiling and one engine fails, what performance can typically be expected?
- A. Normal performance.
  - B. Reduced performance.
  - C. Exceptional performance.
  - D. No performance – the airplane will probably either stall,  $V_{MC}$  or simply descend into the ground.

Match the following:

- 10. Torque
  - 11. P-factor
  - 12. Spiraling slipstream
  - 13. Accelerated slipstream
- A. faster airflow behind the right side of the propeller disk, resulting in a greater lifting force over that part of the wing
  - B. rotation of the propeller blast, tending to exert a slight sideward force on the fuselage and vertical stabilizer
  - C. tendency of the fuselage to roll in a direction opposite engine and propeller rotation
  - D. greater thrust produced by the descending propeller blade on the right side of the propeller disk
14. Which of the four things listed above tend to make the left engine critical in an airplane without counter-rotating propellers?
- A. All of them.
  - B. None of them.
  - C. Spiraling and accelerated slipstream only.
15. Based on accident statistics, which of the following is the most accurate statement?
- A. Twins are safer than singles in every measurable way.
  - B. Twins are more dangerous than singles because they are much harder to fly under normal conditions when everything is working properly.
  - C. Twins are more dangerous than singles because they present the pilot in command with challenging decisions in the event of an engine failure. While the pilot of a single-engine airplane will simply glide to a landing after an engine failure, the pilot of a twin must promptly and correctly execute emergency procedures or else he will quickly and completely lose control of the aircraft.

**Module 2**  
**Multi-Engine Regulations (.5 hours)**

16. According to §135.63(c), each certificate holder is responsible for the preparation and accuracy of a \_\_\_\_\_.

It must include what eight things?

17. \_\_\_\_\_

18. \_\_\_\_\_

19. \_\_\_\_\_

20. \_\_\_\_\_

21. \_\_\_\_\_

22. \_\_\_\_\_

23. \_\_\_\_\_

24. \_\_\_\_\_

25. Paragraph (d) of the same regulation requires that the pilot in command must carry a copy of this completed form in the aircraft to its destination and that a copy must be kept on file at the principal operations base for a period of at least \_\_\_\_\_ days.

26. According to §135.185, no person may operate a multiengine aircraft unless the current weight and center of gravity are calculated from values established by actual weighing of the aircraft within the preceding \_\_\_\_\_ months.

27. Select the correct statement:

- A. The restriction in §135.185 above exists primarily because multiengine pilots are faced with challenging decisions in the event of an engine failure, and current, accurate weight and balance information is necessary to make these decisions.
- B. There is no difference between weight and balance requirements (with respect to how often an aircraft must be weighed and how long load manifests must be kept) for single and multiengine aircraft.
- C. The weight and balance limitations and restrictions for single-engine aircraft are much stricter and more detailed.

**Module 3**  
**Beech E55/58 Baron General Information (.5 hours)**

28. What is the maximum width of the airplane? (1-9) \_\_\_\_\_
29. What is the maximum length of the airplane? (1-9) \_\_\_\_\_
30. What is the maximum height of the airplane? (1-9) \_\_\_\_\_
31. What is the maximum clearance between the bottom of the prop arc and the ground? Be aware that it could be much less with an underserviced nose strut or underinflated tires. (1-9)  
\_\_\_\_\_
32. What is the wing area? (1-9) \_\_\_\_\_
33. What is the minimum ground turning radius from the axis of the turn to the outside wing tip using partial braking and differential power? Remember that this was demonstrated by a factory test pilot employing perfect technique under controlled conditions. (1-10) \_\_\_\_\_
34. What engines did the 58 Baron originally use? (1-11) \_\_\_\_\_

The Barons in our fleet use practically the same engine with a stronger crankshaft and a “B” suffix added to its designation. Aside from that, the only important differences between the engine used by the 210 and the engine used by the Baron are the location of the accessories (alternator and vacuum pump) and the mounting configuration.

35. What is the maximum rated takeoff *and* continuous horsepower output? (1-11)  
\_\_\_\_\_
36. What is the maximum rated takeoff *and* continuous engine speed in RPM? (1-11)  
\_\_\_\_\_
37. The 58 Baron originally used: (1-11 and 1-12)
38. Hartzell propellers only.
39. McCauley propellers only.
40. Either Hartzell or MacCauley propellers.
41. The 58 Baron originally used: (1-11 and 1-12)
- A. 2-bladed propellers only
  - B. 3-bladed propellers only
  - C. Either two-bladed or three-bladed propellers.
42. All Barons in the Flight Express fleet use a fuel system with a *total* capacity of \_\_\_\_\_ gallons and a *usable* capacity of \_\_\_\_\_ gallons.
43. The minimum fuel required in each wing tank system for takeoff is \_\_\_\_\_ gallons. (2-11).
44. What is the *maximum* oil capacity for each engine? (1-13) \_\_\_\_\_

45. What is the *minimum* oil level for each engine, according to the manufacturer? \_\_\_\_\_

46. According to company policy, what would be the *normal range* for the oil level in each engine?  
\_\_\_\_\_

47. What is the maximum ramp weight? (1-13) \_\_\_\_\_

48. What is the maximum takeoff weight? (1-13) \_\_\_\_\_

49. What is the wing loading in pounds per square foot? (1-13) \_\_\_\_\_

(For comparison, note that the 210's wing loading is 21.7 pounds per square foot.)

50. What is the power loading in pounds per horsepower? (1-13) \_\_\_\_\_

(For comparison, note that the 210's power loading is 12.7 pounds per square foot.)

**When you compare the wing loading and power loading of the Baron and the 210 it becomes very apparent why losing 50% of your available power (by losing an engine) causes you to lose 80% of your performance!**

What are the following "V" speeds in **knots indicated airspeed**? (2-3)

51.  $V_{NE}$  (never-exceed speed) \_\_\_\_\_

52.  $V_{NO}$  (maximum structural cruising speed) \_\_\_\_\_

53.  $V_A$  (maneuvering speed) \_\_\_\_\_

54.  $V_{FE}$  (15° flap setting) \_\_\_\_\_

55.  $V_{FE}$  (30° flap setting) \_\_\_\_\_

56.  $V_{LE}$  and  $V_{LO}$  (maximum gear extended / gear operating speed) \_\_\_\_\_

57.  $V_Y$  \_\_\_\_\_

**58.  $V_{MC}$  (minimum speed for directional control after the sudden loss of the critical engine) \_\_\_\_\_**

59. What is the stalling speed in the "clean" configuration? (2-4; bottom of the green arc) \_\_\_\_\_

60. What is the stalling speed in the landing configuration? (2-4; bottom of the white arc) \_\_\_\_\_

61. What is the speed for best rate of climb with one engine inoperative, also known as "blue line" or  $V_{YSE}$ ? (2-4) \_\_\_\_\_

62. Do not operate the starter continuously for more than \_\_\_\_\_ seconds. (2-6)

63. \_\_\_\_\_ before cranking again. (2-6)

64. This is a \_\_\_\_\_ category airplane. (2-9)
65. Are spins approved? (2-9) \_\_\_\_\_
66. What are the maximum allowable positive flight load factors for the 58? (2-10)  
Flaps up – \_\_\_\_\_  
Flaps down – \_\_\_\_\_
67. The Baron's landing gear extends and retracts using what kind of system?  
A. electro-magnetic  
B. hydraulic  
C. electro-hydraulic  
D. electro-mechanical  
E. gravity operated
68. Select the correct statement for *most* of the Barons in the Flight Express fleet?  
A. The Baron has three "squat switches," one on each landing gear.  
B. The Baron has one "squat switch," located on the nose gear.  
C. The Baron has one "squat switch," located on the right main landing gear.  
D. The Baron has one "squat switch," located on the left main landing gear.
69. What two functions do squat switches serve in Barons?  
\_\_\_\_\_  
\_\_\_\_\_
70. Company Barons are equipped with a \_\_\_\_\_-volt electrical system.
71. Company Barons are normally equipped with a \_\_\_\_\_-amp alternator.

**Module 4**  
**Beech E55/58 Baron Normal Procedures (.5 hours)**

72. Normal cruising power in a Baron is:
- A. 24" MP / 2,400 RPM
  - B. 27" MP / 2,300 RPM
  - C. 25" MP / 2,100 RPM
  - D. 26" MP / 2,700 RPM
73. In normal operations,
- A. Both fuel selector valves should be left in the ON position.
  - B. Fuel selector valves should be alternated from ON to OFF at regular intervals to maintain a balanced fuel supply in each wing.
  - C. Fuel selector valves should be alternated from ON to CROSSFEED at regular intervals to maintain a balanced fuel supply in each wing.
  - D. Both fuel selector valves should be left in the CROSSFEED position at all times, otherwise a power failure on one side would result in a power failure on the opposite side.
74. In a Baron equipped with an exhaust gas temperature gauge,
- A. The mixture should be leaned to approximately 100 degrees cooler than peak EGT.
  - B. The mixture should be leaned to approximately 100 degrees hotter than peak EGT.
  - C. The mixture should be leaned to peak EGT.
75. The cowl flaps should be opened when?
- A. On the ground, during takeoff and during climbs only.
  - B. At all times.
  - C. On the ground and during takeoff only.
  - D. During takeoff and during all cruise descents.
76. When should be wing flaps be retracted?
- A. While on the landing rollout.
  - B. Once clear of the runway at a complete stop.
  - C. On final approach, just before entering ground effect.
  - D. The wing flaps should not be retracted. They should be left down so that the airplane will be ready for takeoff on the next leg.
77. List the actions taken as part of the normal *cruise flow* after leveling off following a climb:

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**Module 5**  
**Beech E55/58 Baron Emergency Procedures (.5 hours)**

78. If impact ice forms and clogs the induction air scoop and filter on one of the Baron's engines, what will happen? (7-23)
- B. The engine will stop producing power unless the pilot turns on the air inlet heat.
  - C. The engine will stop producing power unless the pilot activates the alternate engine air source.
  - D. The engine will stop producing power no matter what the pilot does; this is why icing conditions must be avoided or escaped as quickly as possible.
  - E. An automatic spring-loaded flapper valve will open, allowing air from inside the engine compartment to flow into the induction system, bypassing the filter.
  - F. Manifold pressure will rise to unacceptable levels, although RPM will remain in the normal range.

79. Assuming that you are flying a Baron with Hartzell propellers, if you are experiencing significant trouble synchronizing them or preventing them from overspeeding, one probable cause might be:
- A. excessive fluid in the propeller dome.
  - B. improperly adjusted propeller blades.
  - C. loss of nitrogen pressure in the propeller dome.
  - D. no oil reaching the propeller actuator.

80. The fuel system cross-feed should be used:
- A. at all times while airborne.
  - B. during normal operations any time the pilot wishes to transfer fuel.
  - C. only when on the ground.
  - D. only in level flight and only during an emergency.

81. List the locations of *all* possible emergency exits in the Baron.

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82. In the event of an engine failure, list (in order) the actions the pilot must take.

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(This final item is a *checklist-only* series of actions and moreover should be accomplished *only* in level flight and *only* when a significant amount of flight time remains before landing is expected.)

83. In the event of a power loss, why is it *not* a good idea to use the manifold pressure gauges or the tachometers to determine which engine has failed?
- A. Because these will both probably indicate near-normal readings.
  - B. No reason; this is actually a good way to identify a failed engine.
  - C. Because engine failures usually cause instrument failures, leading to highly unreliable readings and erroneous indications.
  - D. Because the failure of one engine will tend to cause the failure of the vacuum check valve, leading to a runaway suction condition in which excessive low pressure will rip gauges and instruments violently from the panel and eject them through the nose dome.

84. List (in order) the actions the pilot must take to extend the landing gear manually.

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85. List (in order) the actions the pilot must take in the event of an engine fire, including the procedure for an emergency descent.

Shutting down the affected engine:

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Emergency descent configuration:

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**Module 6**  
**Beech E55/58 Baron Performance (.5 hours)**

86. With the wing flaps UP, if your *indicated* airspeed is 100 knots, what is your *calibrated* airspeed? (5-14) \_\_\_\_\_
87. With the wing flaps DOWN, if your *indicated* airspeed is 100 knots, what is your *calibrated* airspeed? (5-14) \_\_\_\_\_
88. If you are flying with the flaps UP at an *indicated pressure* altitude of 10,000 feet and an *indicated* airspeed of 170 knots, what is your *actual pressure* altitude? (5-15) \_\_\_\_\_
89. If you are flying with the flaps DOWN at an *indicated pressure* altitude of 10,000 feet and an *indicated* airspeed of 100 knots, what is your *actual pressure* altitude? (5-15) \_\_\_\_\_
90. Using the alternate static source, if you are flying with the flaps DOWN and the window CLOSED at an *indicated* airspeed of 100 knots and an *indicated pressure* altitude of 10,000 feet, what is your *actual pressure* altitude? (5-17) \_\_\_\_\_
91. Using the alternate static source, if you are flying with the flaps UP and the window CLOSED at an *indicated* airspeed of 180 knots and an *indicated pressure* altitude of 10,000 feet, what is your *actual pressure* altitude? (5-17) \_\_\_\_\_
92. You are taking off from our base in Bristol, Tennessee (TRI), where there is rapidly rising terrain in all quadrants. The airport elevation is 1,519 feet. The MSA to the north is 5,500 and the MSA to the south is 7,400. You want to be able to achieve a positive rate of climb on a single engine until clear of most terrain. At a 5,000-foot *pressure* altitude and an outside air temperature of 30° C, what is the maximum gross weight that would permit you to do this? (5-21) \_\_\_\_\_
93. The maximum demonstrated crosswind component is \_\_\_\_\_ knots. (5-23) *Remember that this means this is the strongest direct crosswind in which an experienced factory test pilot operating under controlled conditions demonstrated that the airplane could be landed.*
94. You are landing on runway 25. The wind is being reported as “280 at 30.” What is the crosswind component? (5-23) \_\_\_\_\_
95. Compute takeoff performance under the following conditions:

OAT – 20°

Pressure altitude – 2,000'

Takeoff weight – 5,000 lbs.

Headwind component – 10 knots

Ground roll: \_\_\_\_\_ feet

Total distance to climb over a 50' obstacle: \_\_\_\_\_ feet

Accelerate-stop distance: \_\_\_\_\_ feet

Accelerate-go distance (to a height of 50' AGL): \_\_\_\_\_

**Module 7**  
**Beech E55/58 Baron Weight and Balance (.5 hours)**

96. Compute weight and balance under the following conditions. Show your work on a company load manifest. Add sufficient fuel to bring the aircraft to maximum gross weight.

Empty weight – 3596 lbs.

Empty moment – 2705.4”

Area A – 195 lbs.

Area B – 318 lbs.

Area C – 25 lbs.

Area D – 255 lbs.

Pilot and flight gear (@ seat station 77”) – 215 lbs.

Forward C.G. limit: \_\_\_\_\_

Actual C.G. location: \_\_\_\_\_

Aft C.G. limit: \_\_\_\_\_

97. A higher stall speed, a slower cruise speed, greater stability, a lower  $V_{MC}$  and the need for greater back pressure on the yoke (especially while landing) are all associated with what?

A. A forward center of gravity.

B. An aft center of gravity

98. A lower stall speed, a higher cruise speed, reduced stability and a higher  $V_{MC}$  are all associated with what?

A. A forward center of gravity.

B. An aft center of gravity

99. An overloaded airplane will be subject to which of the following adverse characteristics?

A. Higher takeoff speed and longer takeoff roll

B. Reduced rate and angle of climb.

C. Lower maximum altitude.

D. Shorter range.

E. Reduced cruising speed.

F. Reduced maneuverability.

G. Higher stalling speed.

H. Higher landing speed and longer landing roll.

I. A and H only.

J. C, D and E only.

K. B,F and G only.

L. All of the above.

100. If an airplane takes off over maximum gross takeoff weight, what kind of performance can be expected in the event of an engine failure?

**Module 8**  
**Fleet Differences (.5 hours)**

101. In some Barons in the Flight Express fleet, the cowl flaps are manually operated. Others are operated through electric switches.
- A. True.
  - B. False.

There are two different landing gear annunciator light configurations in the Flight Express fleet. Briefly describe each:

102. \_\_\_\_\_

103. \_\_\_\_\_

104. Some Barons in the Flight Express fleet have two “squat” (gear safety) switches. Where are they? \_\_\_\_\_

105. Some Barons in the Flight Express fleet have only one “squat” (gear safety) switch. Where is it? \_\_\_\_\_

106. A single small rectangular cargo door can be found on what model of Baron?
- A. The E55
  - B. The 58
  - C. Both models have this door.

107. Two large cargo doors which open in a clamshell fashion can be found on what model of Baron?
- A. The E55
  - B. The 58
  - C. Both models have this door.

108. Maximum gross takeoff weight in the E55 is \_\_\_\_\_ pounds; maximum ramp weight is \_\_\_\_\_.

109. Maximum gross takeoff weight in the 58 is \_\_\_\_\_ pounds; maximum ramp weight is \_\_\_\_\_.

110. As suggested by the weights shown above, some V-speeds are different between the E55 and the 58.  $V_S$ ,  $V_{MC}$  and  $V_Y$  are all:
- A. slightly higher in the E55.
  - B. slightly higher in the 58.



**RECURRENT GROUND TRAINING SPECIAL PAY REQUEST  
(Beechcraft E55/58 Baron)**

\_\_\_\_\_  
*(Please print your name neatly on the line above **exactly** as it appears on your FAA certificates.)*

Date training was completed: \_\_\_\_ / \_\_\_\_ / \_\_\_\_  
*(month / day / year)*

**ON DUTY** – Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Time: \_\_\_\_\_

**OFF DUTY** – Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Time: \_\_\_\_\_

Total hours on duty: **4**

Pay requested: **\$90**

**I understand that my pay request will not be processed until my test and recurrent ground training certificate are received, reviewed and verified complete.**

\_\_\_\_\_  
*(pilot signature)*

PLEASE DO NOT WRITE BELOW THIS LINE

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\_\_\_\_\_  
*(approval)*

\_\_\_\_\_  
*(title)*



D. RECURRENT GROUND TRAINING CERTIFICATE

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*(Please print your name neatly on the line above **exactly** as it appears on your FAA certificates.)*

This certifies that the flight crewmember named above has completed a program of recurrent ground training in accordance with §135.351(a) as described in the applicable sections of the FAA-approved Flight Express Training Program.

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*(Please sign your name on the line above.)*

SECTION BELOW TO BE FILLED OUT ONLY BY THE MANAGER OF TRAINING

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Airplane type:  
*(Check one.)*

- Cessna 210 Centurion §135.351(a)(1) and §135.351(a)(2)
- Beechcraft E55/58 Baron §135.351(a)(1)

Date training was completed: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
*(month / day / year)*

- Base month.
- Early base month.
- Late grace month.

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*(Signature – Manager of Training)*

# WARNING!

## EXTREMELY IMPORTANT!

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Under our new computerized flight/duty/rest time tracking system, all times *must* be called in! All flight/duty/rest time information *will* be provided to the FAA for their inspection! The FAA checks to make sure people were recorded as being on duty when they completed their recurrent ground training!

Here is what to do:

**BEFORE YOU GO ON DUTY FOR YOUR NEXT COMPANY ASSIGNMENT**, advise the dispatcher that you were on duty for the purpose of completing your recurrent ground training. Then advise the dispatcher of the following three things:

1. The date that you completed your recurrent ground training. \_\_\_\_ / \_\_\_\_ / \_\_\_\_
2. Your on-duty time (in Zulu) for your recurrent ground training. \_\_\_\_ : \_\_\_\_
3. Your off-duty time (in Zulu) for your recurrent ground training. \_\_\_\_ : \_\_\_\_

NOTE: Make sure you were actually on duty for at least 8 hours (for the 210) or 4 hours (for the Baron). Otherwise, both you and the company could be subject to a violation!

After the dispatcher enters your on-duty and off-duty time, he or she will propose you on duty for your next assignment. If there is a conflict (which there should not be, assuming you picked an appropriate time to complete your recurrent ground training) the computer will automatically “red flag” the assignment.