

Private Pilot Checkride

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Required Documents/Equipment

- _____ Photo ID
- _____ Student Pilot Certificate
- _____ Medical Certificate
- _____ FAA Form 8710-1 Airman Certificate and/or Rating Application
- _____ AC Form 8080-2, Airman Written Test Report or Computer Test Report
- _____ Pilot Logbook /w CFI Endorsement
- _____ Examiner's Fee (cash)
- _____ View Limiting Device
- _____ Computer and Plotter w/spare batteries
- _____ Flight Planning Form
- _____ Current Sectional Chart
- _____ Current FAR/AIM
- _____ Current Airport Facilities Directory

Required Training & Experience

FAR 61.109

- _____ Total Time: 40 Hours
- _____ Dual: 20 Hours
- _____ X-Country: 3 Hours
- _____ Instruments: 3 Hours
- _____ Night: 3 Hours
 - _____ 10 lands to full stop
 - _____ 100 mile flight.
- _____ Last 60 Days: 3 hours

- _____ Solo: 10 Hours
- _____ X-Country: 5 Hours
 - _____ 150 mile flight, 3 points, 50 mile leg.
 - _____ Tower Controlled: 3 landings.

Oral Test Phase:

Is the Test aircraft airworthy?

- _____ A: Airworthiness Certificate
- _____ R: Registration
- _____ O: Operating Limitations
- _____ W: Weight and Balance

Aircraft Maintenance Records:

- _____ Annual: Past 12 months
- _____ 100 Hr: Past 100 hours
- _____ Pitot/Static Test: Past 24 months
- _____ Transponder: Past 24 months
- _____ ELT: Battery Past 2 years; Ops check past 12 months.
- _____ Airworthiness Directives (ADs)

Equipment Lists

I. Operative Equipment: GOOSE A CAT (FAR 91-205)

- Gas gauge
- Oil Temp
- Oil Pressure
- Seat belts
- ELT

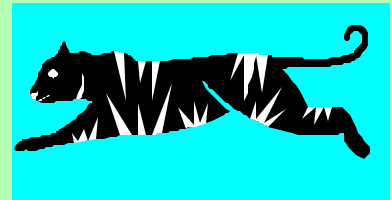
Altimeter

- Compass
- Airspeed Indicator
- Tachometer

Night: battery/position lights

II. Manufacturers Equipment List:

Radios, transponder, attitude indicator, directional gyro, turn coordinator, heater, pitot heat, carb heat, etc. (If



not working, it must be placarded out of service or removed from the aircraft).

III. Minimum Equipment List:

Actually, a minimum equipment EXCEPTION list approved by the FAA.

Airman Qualifications

- * Pilot Certificate valid until revoked.
- * Medical
 - Class III: 3 yrs under 40; 2 years over 40.
 - Class II: 1 year
 - Class I: 6 months
- * BFR (Biannual Flight Review)
- * For passengers, 3 landings in last 90 days (day); Night: 3 landings to full stop last 90 days.

Cross Country Planning:

Route
Checkpoints
Altitude Selected
Winds, CFIT

Airspace Classification
Class A, B, C, D, E & G
Weather minimums in each
Special Use Airspace
Restricted, Prohibited, MOA.
Alert Areas, TFRs, PFRs

Pilotage
Radio Navigation (VOR, NDBs, GPS)

Fuel Considerations/Reserves
Alternate Airports

Weight and Balance

Airport Considerations

Map of Destination Airport:
Runways
Crosswinds
Land and Hold Short Operations (LAHSO)
Runway Incursions
Airport Ground Destination
Fuel Services

Aircraft Performance Issues:

Performance charts
Take off Distance
Landing Distance
Density Altitude
Field Elevation
V speeds [R, X, Y, NE, SO, SO1]

FSS Briefing (1-800-WX-Brief)

Standard
Abbreviated
Outlook

Weather
Area Forecast
METAR
TAF
NOTAMs
Local
Distant
Flight Data Center (FDC)
GPS

Filing Flight Plan
Ground Filing
Air Activating
Closing Plan

Airplane Systems:

Electical: 12 volts, dual magneto
Radios
Turn Coordinator
Lights

Pitot Static:
Altimeter
Vertical Airspeed
Airspeed Indicator

Control System:
Ailerons
Elevator
Rudder
Flaps

Vacuum:
Heading Indicator
Attitude Indicator

Engine:
Four Cylinder - Horizontally
Opposed
Air cooled

Flight Portion:

Walk Around /w checklist
Cockpit check
CRM (Cockpit Resource Management)

Engine Start
Radio Check
Radio/Navs: Set for mission
Ground/Unicom Freq
Departure Freq
Dial in OBS course route
Record time off
All fixes within 300' altitude and 1/4
mile

Opening/Activating VFR Flight Plan

Contact FSS (Buffalo Radio)

From Akron: 122.6 (airborne)

From Dunkirk:
122.2-Transmit/
116.2 listen (through VOR)

***CLOSE FLIGHT PLAN WITHIN
30 MINUTES OF ETA!!!***

Emergency Procedures

Engine Failure - On Take Off
Under 500' AGL - Land Straight Ahead
Over 500' AGL - Return to Airport

Enroute: Troubleshoot/Restart

Best Glide
Fuel Pump - On
Fuel Tanks - Switch
Carb Heat - On
Ignition - Check
Identify Landing Area
Sqwawk 7700
Mayday - Mayday (121.5)
Fuel Cutoff
Crack doors

Take Off

Right Rudder (Ball Centered)
Vr = Rotation Speed
Vx = Best Climb/shortest DISTANCE
Vy = Best Climb/shortest TIME
Cruise Climb: Best engine cooling

Exit pattern 300' below TPA (duck under)

$$\sqrt{\frac{\text{take off weight}}{\text{max gross weight}}} \times V$$

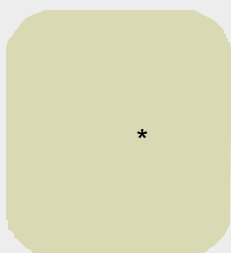
Performance Take offs/Landings

Short Field: To clear obstacles
Depart from end of runway

Soft Field: Overcome ground drag
Rolling departure

Ground Reference Maneuvers:

Turns on a Point: Must achieve 45 degrees of bank in some portion of turn"



S-Turns over road:

Rectangular Course:

- * Demonstrates wind awareness
- * All performed at 800 to 1,000' AGL.
- * Must remain within 100 feet throughout maneuver and 10kts of beginning airspeed.
- * Clearing turns.
- * Enter maneuvers downwind.
- * Locate emergency landing site.

Standard:

Heading: +/- 10 degrees
Altitude: +/- 100 feet
Airspeed: +/- 10kias

Performance Maneuvers:

- * Minimum 1,500' AGL
- * Clearing turns

Slow Flight:

Steep Turns:

- * Clearing turns
- * Begin on cardinal heading.
- * Roll immediately into a FULL 45 deg bank.
- * Back pressure to correct for loss of the vertical component of lift.
- * Note outside horizon position cutting the windshield.
- * DON'T allow any loss of altitude (behind power curve, nearly impossible to regain.)
- * Roll out 20 degrees before ending heading (one-half bank angle).

Stalls

Power (Approach) Off: Simulates stalls while landing.

Power (Departure) On: Slow to 70kias before beginning. Simulates stalls on climbout.

Accelerated Stall: Climbing, turning stalls

Cross Control Stalls: Adverse yaw

Standard:

Recover: heading +/- 10 degrees
Recover: Min loss of altitude

