COMMERCIAL PILOT - PLAN of ACTION

Multi-Engine Add-On

PARTANVIA P-68-B VICTOR

AMEL

Ref: FAA-S-8081-12B 10/04/2007

Scott Tekell, DPE
Up dated 08-10-2008

A D M I N I S T R A T I V E

NAME:_____ PHONE:_____
Cell:_____DATE:_____

INSTRUCTOR'S NAME:_____
PHONE:_____Cell:_____

AIRCRAFT:_____ N#_____RETAKE Y/N:___
LOCATION:_____

APPLICANT FTN#_____

Greet Applicant

Overview of test
a. Approximate time required.
   1. Ground phase, Flight phase, oral phase(oral is conducted throughout the evaluation).
b. Advise of note taking/use of POA.
c. Rules regarding PIC for the flight.
d. Rules for discontinuance of the test.

. Grading criteria
a. Practical Test Standards, maneuvers based on Commercial PTS.
b. Oral testing may take place during flight.

Ask for any questions from the applicant. **Collect fee** from applicant.

Eligibility

1. Application - 8710.1 signed by applicant. (check legibility)
2. Identification - Picture ID, AC 61-65C.
3. Commercial Pilot Certificate
4. Medical certificate - third class medical.
5. Minimum age - 18, FAR 61.123
6. English - read, write, & converse fluently in English.
7. Be of good moral character.
8. Aeronautical Experience in accordance with FAR 61.159
9. Required equipment:
   a. Aircraft Documents - (AROW)(FAR 91.203)
   b. Aircraft Maintenance Records-
      1. Logbook record of airworthiness inspections
      2. AD compliance
   c. POH or FAA approved AFM.
   d. Personal Equipment
   e. View limiting device

f. Current aeronautical charts
g. Computer & plotter
h. Current AIM, A/FD, AIM, CFRs, & PTS, NOTAMS, TFRs, PUBS

10. Pilot logbook endorsements.

ANY QUESTIONS? "THE EVALUATION WILL BEGIN"

B. GROUND PHASE

I. AREA OF OPERATION: PREFLIGHT PREPARATION

F. Task: Performance and Limitations (Reference Commercial PTS)

[ ] Perform a weight and balance for today's flight (use actual conditions and weight) and determined the following for a flight from _____ to _____:
Max gross weight? 4321 lbs
Max landing weight? 4100 lbs

a. **accelerate-stop distance**-total distance required to accelerate the airplane to a specified speed and assuming failure of an engine at the instant that speed is attained, to bring the a airplane to a full stop on the remaining runway.

b. **take-off distance**-using the charts, what is you take off distance?
c. climb performance on two engines, on one engine
d. **service ceiling** on two engines- is the maximum density altitude at which the use of best rate of climb will result in a climb rate of 100 fpm. Single engine- is the maximum density altitude at which the single engine best rate of climb will produce 50 fpm rate of
. **accelerate-go distance**-distance required to accelerate to liftoff speed and, assuming failure of an engine at the moment lift off speed is attained, to continue the takeoff on the remaining engine to a height of 50 feet..
f. fuel consumption, range and endurance-
g. landing distance? **What is the landing distance for our flight?**

( ) Vne-200, Va-129, , Vmc-62, Vyse-88, Vx-76, Vy-88, Best glide-95, Max X-wind 25kts
Flap speeds – 0-17, 157kts: 17 – 30, 143kts: 30 – 35, 101kts.

[ ] What are the adverse effect of exceeding the following limitations:

a. **Departing over gross weight**-higher takeoff speeds, longer takeoff run, reduced rate of climb, higher landing speed, longer landing roll,
b. Flight with the CG out of limits
1. **to far forward**-higher stall speeds, slower cruise speed, lower Vmc
2. **to far aft**. – lower stall speeds, less stable, higher Vmc,

[ ] c. **Describe the effects of Atmospheric conditions on the airplanes performance**. Why is the Vmc demo not conducted at very high altitudes? ie. 10,000' ? Airplanes with normally aspirated engines will lose power as altitude increases because of the reduced density of the air, this loss of power will result in a lower Vmc which is below the stall speed.

( ) For engine failure during T/O, speed above 62kts, no runway available for landing what should you do? Page 3-2 in POH

( ) NOTE: If engine start in flight is unsuccessful, turn inoperative engine Mags OFF, retard mixture to Idle cut off, open throttle fully, and engage starter for several revolutions. Then repeat airstart procedure.

( ) What does the lower limit of the white arc on the airspeed indicator represent? Power off stalling speed in a landing configuration.

( ) The stalling speed of an aircraft will be highest when the aircraft is loaded how with respect to seight & CG? High gross wt and forward CG

G. Task: Operation of Systems (Reference Commercial PTS)(must ask at least 5)

[ ] **Describe the landing gear system**.

( ) Does this airplane have fowler flaps, plain flap, slotted flaps, or split flaps ? **slotted.** The split flap creates the least, not greatest change in pitching moment. The slotted flap is similar to the plain flap thereby changing the chord line, angle of attack and camber of the wing.

[ ] **Describe the engine(s) – O-360-A1B, four cylinder, horizontally opposed, fuel injected engine rated at 200 hp at 2700 rpm.**

( ) **Compass Errors:** In the northern Hemisphere if an aircraft is accelerated or decelerated the mag compass will normally indicate how when on a north or south heading? Correctly
What if it is on an east or west heading and accelerated? Indicate a turn to the north.
If it is decelerated while on a east or west heading it will indicate a turn to the south.

( ) Deviation error of the mag compass is caused by what? Certain metals and electrical systems within the aircraft.

( ) Turning error occurs when turning from a northerly or southerly heading. When turning from a south heading the compass indicates the turn but at a faster rate that is actually occurring.

[ ] What is the determining factor for choosing the correct weight/grade of oil? a. the average ambient temperature

[ ] What is the minimum oil level for flight? 6 qts. (total 8 qts per engine)

( ) What is maximum fuel pressure on the P-68? 12 psi

[ ] In flight, what action would you take if the oil temperature exceeds the red line?

[ ] Explain the induction air system.

[ ] Explain the carburetor heat function.

[ ] Explain what takes place in the engine when the throttle(s) are moved forward. When the mixture(s) are moved forward. When the propeller control(s) are moved forward.

[ ] **Explain how the constant speed, full feathering propeller system works**.

( ) What is the primary advantage of a constant speed Propeller? To obtain a pitch setting that is suitable for each flight situation and power setting.

[ ] **If the engine loses oil pressure in flight, what will happen to the propeller and why?** The prop uses governor oil pressure (engine oil boosted by the prop governor) to decrease blade angle (high RPM) and air pressure in the prop cylinder combined with spring tension centrifugal force acting on counterweights to feather the prop. If loss of oil pressure occurs, the prop will feather.

[ ] Why should the propellers be cycle occasionally during cold weather operations? a. keeps the oil warm in the prop hub preventing the oil from congeal

[ ] Explain what happens when the prop lever is moved to feather position.

[ ] **Describe the electrical system.**

[ ] Describe the functions of the Alternator Control Unit(s).

[ ] What systems in the P-68 are electrically powered.

[ ] While in flight, you experience a electrical fire. What action are you going to take and how will you isolate the fire and return the electrical system back to normal?

[ ] With ALL electrical switches off, is there any equipment receiving electrical power? Hot Battery Bus The external power, 14 volt bus system.

[ ] **The left ALT out light is illuminated and the left loadmeter shows a zero, what action are you going to take and why? Get out the check list !! do not try to memorize this..**

[ ] **Describe the fuel system, is it possible to cross-feed fuel from the left wing to the right engine? How would you do that?.**

[ ] What is the capacity of each fuel tank? Total fuel per aux tank 22.5 p.1-2
Usable fuel per aux tank 21.5
Un-usable fuel in each aux tank 1.0 gal
51.5 gals usable in each main tank
2.5 gals un-usable in each main tank
total fuel in main tank is 54 gal.

Note: Avoid rapid taxi turns before take off or excessive nose up attitude with ¼ fuel or less in each tank.

[ ] How are the fuel tanks vented?

[ ] With the left engine is off and the prop feathered, explain how to get fuel from the left tank to the right engine. Get out the check list!

[ ] Describe how to prime the engine prior to start.

[ ] Describe the AUX fuel pumps.

[ ] How would you get ground ventilation during ground operation?

( ) Is te stall warning operational with the battery and alternators off? NO

( ) What is Max baggage capacity? 400lbs

[ ] When should the pitot heat be turn on during ground operations? a. to test them and for short interval to remove ice or snow.

Autopilot?
[ ] How many ways can you disconnect the autopilot?
[ ] What is the lowest altitude that you can use the autopilot on during an ILS Approach?
[ ] Can you use the A/P on a single engine approach?
[ ] Explain the Flight Director system.
[ ] Explain the preflight check of the A/P and Flight Director.

H. Task: Principles of Flight – Engine Inoperative (Reference Commercial PTS)

[ ] Explain the term **"critical engine."** – the engine that would most adversely affect the performance or handling qualities of the airplane.

[ ] **What factors make an engine critical? ……..**

[ ] Describe V_{MC}. Is it always the same value? Why?

[ ] **Explain how density altitude, weight, CG, and bank angle affect V_{MC}. –** Vmc decreses as altitude increases. This is because power decreases with altitude, the thrust moment of the operating engine lessens, thereby reducing the need for the yawing force of the rudder. Vmc is unaffected by Weight in straight and level flight. For a given bank angle, the greater the aircrafts weight, the lower the Vmc. Rearwrd CG would cause Vmc to be higher.

[ ] Describe the relationship between stall speed and V_{MC}.

[ ] Describe what planning factors/decisions you consider prior to each takeoff.

[ ] What configuration would give you the best combination of performance and control?

[ ] If you lost an engine on T/O at 100', what would you do?

[ ] In the event of loss of directional control, what procedures would you use to recover? What indications would you have if you slowed below V_{MC}?

SPECIAL EMPHASIS AREA - Spin Awareness

[ ] Describe some aerodynamic factors related to spins in a multi-engine airplane. A spin is a uncoordinated stall. The result is a stalled condition which the airplane is yawing in a helical pattern. Being that multi engine aircraft are not required to go through spin certification. A spin in a multi engine airplane would most like be fatal.

[ ] What flight situations would you be concerned about entering an unintentional spin? Anytime practicing $V_{MC,}$ Particularly at high density altitudes were stall sped and V_{MC} are close or the same value. Anytime your SE or practicing SE. In the traffic pattern, were you're low to the ground is definitely a concern, and anytime you're turning/banking into the dead engine.

[ ] What would you do if you got into a spin?

VIII. AOA: EMERGENCY OPERATIONS, F. Task: Emergency Equipment and Survival Gear

[ ] What type of survival gear must be on board your aircraft?
ELT, Fire Extinguisher, Life Vests with Strobe Light, Flare, or Pyrotechnic Device, Survival Kit
If operation requires an ELT it must be inspected within 12 months after the last inspection. The batteries must be replaced or recharged if the ELT has been in use for 1 cumulative hour or 50% of their useful life. Date for replacing or recharging the battery must be legibly marked on the outside of the transmitter and entered in the aircraft maintenance record.

[ ] What additional equipment does your airplane have?
Medical Kit, Signaling Mirror, Snake Bite Kit, Waterproof Matches, Solar Blanket, Snap Lights, Sun Burn Cream, Chapstick, and Survival Manual.

C. F L I G H T

NAME:_____ DATE:_____

AIRCRAFT M/M:_____ 'N':_____ TIME OFF:_____ ON:_____

PRE-FLIGHT BRIEFING

[ ] PIC—YOU are the PIC. FAR 61.47.
[ ] Emergencies—Actual & simulated.(200' rule, Vsse-Vyse rule)
[ ] Transfer of flight controls—Positive, If I state, "I have the flight controls," you respond, "You have the flight controls," observe that I have them, then release. Any Questions?
[ ] Collision avoidance precautions.
[ ] Clearing area—clear the area before each maneuver.
[ ] Profile of flight test.
    1. Normal takeoff
    2. Airwork
    3. Short T/O and landings at outlying field, SE pattern
    4. Instrument approach(es)
    5. RTB, normal landing
[ ] Oral questions during flight.
[ ] Unsatisfactory maneuvers—continue or discontinue.
[ ] Aircraft documents—return to aircraft.
[ ] QUESTIONS?

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

[ ] A. TASK: Preflight Inspection – verifies aircraft safe for flight.
[ ] B. TASK: Cockpit Management – organizes, and briefs occupants
[ ] C. TASK: Engine Starting – checklist usage
[ ] D. TASK: Taxiing – **Performs break check**, control position.
[ ] F. TASK: Before Takeoff Check – checklist, review takeoff data.

IV. AREA OF OPERATION: TAKEOFF, LANDINGS, AND GO-AROUNDS

[ ] A. TASK: Normal and Crosswind Takeoff and Climb, center line, Vy+- 5kts,

[ ] B. TASK: Normal and Crosswind Approach and Landing, at or +200'
[ ] C. TASK: Short-Field Takeoff and Maximum Preformance Climb, Vx+5/-0kts
[ ] D. TASK: Short-Field Approach and Landing, at or+100'
( ) I. TASK: Go- Around/Rejected landing. Vy +-5

V. AREA OF OPERATION: INFLIGHT MANEUVERS

[ ] A. TASK: Steep Turns, <50 angle bank, +- 100', +- 10kts, +-5 bank, +-10 heading. +3000" AGL

VII. AREA OF OPERATION: SLOWFLIGHT AND STALLS

(no lower that 3000' AGL)

[ ] A.TASK: Maneuvering During Slow Flight , +- 50' alt, +-10 heading, +-5 bank, +5/-0 speed
[ ] B.TASK: Power-Off Stalls, +3000' AGL
[ ] C.TASK: Power-On Stalls, +3000' AGL
[ ] D.TASK: Spin Awareness (*Covered in Gnd phase*)

VIII. AREA OF OPERATION: EMERGENCY PROCEDURES

[ ] A.TASK: Emergency Descent
[ ] B.TASK: Engine Failure During Takeoff Before V_{MC} (Simulated) never above 30 kts.

[ ] C. TASK: Engine Failure After Lift-Off (Simulated) never below 200' AGL
[ ] D. TASK: Approach and Landing With An Inoperative Engine (Simulated)
[ ] E. TASK: Systems and Equipment Malfunctions
[ ] F. TASK: Emergency Equipment and Survival Gear (*Covered in Oral*)

X. AREA OF OPERATION: MULTIENGINE OPERATIONS

[ ] A. TASK; Maneuvering with One Engine Inoperative
[ ] B. TASK: VMC Demonstration,+5000' AGL
[ ] C. TASK: Engine Failure During Flight
[ ] D. TASK: Instrument Approach – One Engine

NOTES:

_____ _____

COMMERCIAL PILOT - PLAN of ACTION

Multi-Engine Add-On, BE-76

AMEL

Ref: FAA-S-8081-12B 10/04/2007

Scott Tekell, DPE

A D M I N I S T R A T I V E

NAME:_____ PHONE:_____
Cell:_____DATE:_____

INSTRUCTOR'S NAME:_____
PHONE:_____Cell:_____

AIRCRAFT:_____ N#_____RETAKE Y/N:___
LOCATION:_____

APPLICANT FTN#_____ _

Overview of test
a. Approximate time required.
   1. Ground phase, Flight phase, oral phase(oral is conducted throughout the evaluation).
b. Advise of note taking/use of POA.
c. Rules regarding PIC for the flight.
d. Rules for discontinuance of the test.

. Grading criteria
a. Practical Test Standards, maneuvers based on Commercial PTS.
b. Oral testing may take place during flight.

Ask for any questions from the applicant. **Collect fee** from applicant.

Eligibility

1. Application - 8710.1 signed by applicant. (check legibility)
2. Identification - Picture ID, AC 61-65C.
3. Commercial Pilot Certificate
4. Medical certificate - third class medical.
5. Minimum age - 18, FAR 61.123
6. English - read, write, & converse fluently in English.
7. Be of good moral character.
8. Aeronautical Experience in accordance with FAR 61.159
9. Required equipment:
   a. Aircraft Documents - (AROW)(FAR 91.203)
   b. Aircraft Maintenance Records-
      1. Logbook record of airworthiness inspections
      2. AD compliance
   c. POH or FAA approved AFM.
   d. Personal Equipment

e. View limiting device
f. Current aeronautical charts
g. Computer & plotter
h. Current AIM, A/FD, AIM, CFRs, & PTS, NOTAMS, TFRs, PUBS

10. Pilot logbook endorsements.

ANY QUESTIONS? "THE EVALUATION WILL BEGIN"

B. GROUND PHASE

I. AREA OF OPERATION: PREFLIGHT PREPARATION

F. Task: Performance and Limitations (Reference Commercial PTS)

[ ] Perform a weight and balance for today's flight (use actual conditions and weight) and determined the following for a flight from _____ to _____:

a. **accelerate-stop distance**-total distance required to accelerate the airplane to a specified speed and assuming failure of an engine at the instant that speed is attained, to bring the a airplane to a full stop on the remaining runway.

b. **take-off distance**-using the charts, what is you take off distance?

c. climb performance on two engines, on one engine

d. **service ceiling** on two engines- is the maximum density altitude at which the use of best rate of climb will result in a climb rate of 100 fpm. Single engine- is the maximum density altitude at which the single engine best rate of climb will produce 50 fpm rate of climb. **Taking off from Denver, Co. with a temp of +20, what is your max T/O weight with single engine service ceiling being considered?.** DEN filed elevation 5431. (p 5-34 poh)

e. **accelerate-go distance**-distance required to accelerate to liftoff speed and, assuming failure of an engine at the moment lift off speed is attained, to continue the takeoff on the remaining engine to a height of 50 feet..

f. fuel consumption, range and endurance-

g. landing distance? **What is the landing distance for our flight?**

( ) Vne-194, Va-132, Vle-140 (retract 112), Vmc-65, Vyse-85, Vx-71, Vy-85, Best glide-95,

[ ] What are the adverse effect of exceeding the following limitations:

a. **Departing over gross weight**-higher takeoff speeds, longer takeoff run, reduced rate of climb, higher landing speed, longer landing roll,

b. Flight with the CG out of limits

1. **to far forward**-higher stall speeds, slower cruise speed, lower Vmc
2. **to far aft**. – lower stall speeds, less stable, higher Vmc,

[ ] c. **Describe the effects of Atmospheric conditions on the airplanes performance**. Why is the Vmc demo not conducted at very high altitudes? ie. 10,000' ? Airplanes with normally aspirated engines will lose power as altitude increases because of the reduced density of the air, this loss of power will result in a lower Vmc which is below the stall speed.

( ) What is the starter duty cycle? 30 sec on, 2 min off. (p 4-10)

G. Task: Operation of Systems (Reference Commercial PTS)(must ask at least 5)

[ ] **Describe the landing gear system**.

[ ] Where is the hydraulic actuator for the landing gear located? In each wheel well. What color is the hydraulic fluid? (MIL-H-5606, Red)

[ ] The red gear light is illuminated, the gear position lights are out and the gear handle is in the up position, what is the red light indicating? That the gear is in-transit or in any intermediate position.

[ ] With the above problem what precautions should you take? a. avoid exceeding V_{LO} and V_{LE} speed since the gear may not be fully retracted.

( ) What holds the gear up during flight? An up-lock check valve in the pump. It retains a pressure at 1500psi +-100psi to hold the gear in the retracted position.

[ ] **Describe the manual gear extension procedure. Do not memorize - use the check list.**

[ ] Why should the brakes be released and the aircraft chocked, if the airplane is to be left unattended. a. changes in ambient temperature can cause the brakes to release or exert excessive pressure.

[ ] **Describe the engine(s) – O-360-A1G60, four cylinder, horizontally opposed, carbureted engine rated at 180 hp at 2700 rpm.**

[ ] What is the determining factor for choosing the correct weight/grade of oil? a. the average ambient temperature

[ ] What is the minimum oil level for flight?

[ ] Are the oil dipsticks interchangeable? Why not?

[ ] **What is the purpose of the cowl flaps?**

[ ] In flight, what action would you take if the oil temperature exceeds the red line?

[ ] Explain the induction air system.

[ ] Explain the carburetor heat function.

[ ] Explain what takes place in the engine when the throttle(s) are moved forward. When the mixture(s) are moved forward. When the propeller control(s) are moved forward.

[ ] **Explain how the constant speed, full feathering propeller system works**.

[ ] If the engine loses oil pressure in flight, what will happen to the propeller and why? The prop uses governor oil pressure (engine oil boosted by the prop governor) to decrease blade angle (high RPM) and air pressure in the prop cylinder combined with spring tension centrifugal force acting on counterweights to feather the prop. If loss of oil pressure occurs, the prop will feather.

[ ] Why should the propellers be cycle occasionally during cold weather operations? a. keeps the oil warm in the prop hub preventing the oil from congeal

[ ] Explain what happens when the prop lever is moved to feather position.

[ ] **Describe the electrical system.**

[ ] Describe the functions of the Alternator Control Unit(s).

[ ] What systems in the BE-76 are electrically powered.

[ ] While in flight, you experience a electrical fire. What action are you going to take and how will you isolate the fire and return the electrical system back to normal?

[ ] With ALL electrical switches off, is there any equipment receiving electrical power? Hot Battery Bus The external power, 14 volt bus system.

[ ] **The left ALT out light is illuminated and the left loadmeter shows a zero, what action are you going to take and why? Get out the check list !! do not try to memorize this..**

.

[ ] **Describe the fuel system, is it possible to crossfeed fuel from the left wing to the right engine? How would you do that?.**

[ ] What is the capacity of each fuel tank, full and at tabs?

[ ] How are the fuel tanks vented?

[ ] With the left engine is off and the prop feathered, explain how to get fuel from the left tank to the right engine. Get out the check list!

[ ] Describe how to prime the engine prior to start.

[ ] Describe the AUX fuel pumps.

[ ] Explain how to operate the heater.

[ ] What is the source of fresh air in flight?

[ ] How would you get ground ventilation during ground operation?

[ ] HTR OVER TEMP light? Can it be reset in flight? Why Not?

[ ] When should the pitot heat be turn on during ground operations? a. to test them and for short interval to remove ice or snow.

Autopilot?

[ ] How many ways can you disconnect the autopilot?
[ ] What is the lowest altitude that you can use the autopilot on during an ILS Approach?
[ ] Can you use the A/P on a single engine approach?
[ ] Explain the Flight Director system.
[ ] Explain the preflight check of the A/P and Flight Director.

H. Task: Principles of Flight – Engine Inoperative (Reference Commercial PTS)

[ ] Explain the term **"critical engine."** – the engine that would most adversely affect the performance or handling qualities of the airplane.

[ ] **What factors make an engine critical? ……..**

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[ ] **Explain how density altitude, weight, CG, and bank angle affect V_{MC}. –** Vmc decreses as altitude increases. This is because power decreases with altitude, the thrust moment of the operating engine lessens, thereby reducing the need for the yawing force of the rudder. Vmc is unaffected by Weight in straight and level flight. For a given bank angle, the greater the aircrafts weight, the lower the Vmc. Rearwrd CG would cause Vmc to be higher.

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[ ] Describe what planning factors/decisions you consider prior to each takeoff.

[ ] What configuration would give you the best combination of performance and control?

[ ] If you lost an engine on T/O at 100', what would you do?

[ ] In the event of loss of directional control, what procedures would you use to recover? What indications would you have if you slowed below V_{MC}?

SPECIAL EMPHASIS AREA - Spin Awareness

[ ] Describe some aerodynamic factors related to spins in a multi-engine airplane. A spin is a uncoordinated stall. The result is a stalled condition which the airplane is yawing in a helical pattern. Being that multi engine aircraft are not required to go through spin certification. A spin in a multi engine airplane would most like be fatal.

[ ] What flight situations would you be concerned about entering an unintentional spin? Anytime practicing $V_{MC,}$ Particularly at high density altitudes were stall sped and V_{MC} are close or the same value. Anytime your SE or practicing SE. In the traffic pattern, were you're low to the ground is definitely a concern, and anytime you're turning/banking into the dead engine.

[ ] What would you do if you got into a spin?

VIII. AOA: EMERGENCY OPERATIONS, F. Task: Emergency Equipment and Survival Gear

[ ] What type of survival gear must be on board your aircraft?
ELT, Fire Extinguisher, Life Vests with Strobe Light, Flare, or Pyrotechnic Device, Survival Kit
If operation requires an ELT it must be inspected within 12 months after the last inspection. The batteries must be replaced or recharged if the ELT has been in use for 1 cumulative hour or 50% of their useful life. Date for replacing or recharging the battery must be legibly marked on the outside of the transmitter and entered in the aircraft maintenance record.

[ ] What additional equipment does your airplane have?
Medical Kit, Signaling Mirror, Snake Bite Kit, Waterproof Matches, Solar Blanket, Snap Lights, Sun Burn Cream, Chapstick, and Survival Manual.

C. F L I G H T

NAME:_____ DATE:_____

AIRCRAFT M/M:_____ 'N':_____ TIME OFF:_____ ON:_____

PRE-FLIGHT BRIEFING

[ ] PIC—YOU are the PIC. FAR 61.47.
[ ] Emergencies—Actual & simulated.(200' rule, Vsse-Vyse rule)
[ ] Transfer of flight controls—Positive, If I state, "I have the flight controls," you respond, "You have the flight controls," observe that I have them, then release. Any Questions?
[ ] Collision avoidance precautions.
[ ] Clearing area—clear the area before each maneuver.
[ ] Profile of flight test.
1. Normal takeoff
2. Airwork
3. Short T/O and landings at outlying field, SE pattern

4. Instrument approach(es)
5. RTB, normal landing

[ ] Oral questions during flight.
[ ] Unsatisfactory maneuvers—continue or discontinue.
[ ] Aircraft documents—return to aircraft.
[ ] QUESTIONS?

II. AREA OF OPERATION: PREFLIGHT PROCEDURES

[ ] A. TASK: Preflight Inspection – verifies aircraft safe for flight.
[ ] B. TASK: Cockpit Management – organizes, and briefs occupants
[ ] C. TASK: Engine Starting – checklist usage
[ ] D. TASK: Taxiing – **Performs break check**, control position.
[ ] F. TASK: Before Takeoff Check – checklist, review takeoff data.

IV. AREA OF OPERATION: TAKEOFF, LANDINGS, AND GO-AROUNDS

[ ] A. TASK: Normal and Crosswind Takeoff and Climb, center line, Vy+- 5kts,
[ ] B. TASK: Normal and Crosswind Approach and Landing, at or +200'
[ ] C. TASK: Short-Field Takeoff and Maximum Preformance Climb, Vx+5/-0kts
[ ] D. TASK: Short-Field Approach and Landing, at or+100'

V. AREA OF OPERATION: INFLIGHT MANEUVERS

[ ] A. TASK: Steep Turns, <50 angle bank, +- 100', +- 10kts, +-5 bank, +-10 heading. +3000" AGL

VII. AREA OF OPERATION: SLOWFLIGHT AND STALLS

(no lower that 3000' AGL)

[ ] A.TASK: Maneuvering During Slow Flight , +- 50' alt, +-10 heading, +-5 bank, +5/-0 speed
[ ] B.TASK: Power-Off Stalls, +3000' AGL
[ ] C.TASK: Power-On Stalls, +3000' AGL
[ ] D.TASK: Spin Awareness (*Covered in Gnd phase*)

VIII. AREA OF OPERATION: EMERGENCY PROCEDURES

[ ] A.TASK: Emergency Descent
[ ] B.TASK: Engine Failure During Takeoff Before V_{MC} (Simulated)

[ ] C. TASK: Engine Failure After Lift-Off (Simulated)
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X. AREA OF OPERATION: MULTIENGINE OPERATIONS

[ ] A. TASK; Maneuvering with One Engine Inoperative
[ ] B. TASK: VMC Demonstration,+5000' AGL
[ ] C. TASK: Engine Failure During Flight
[ ] D. TASK: Instrument Approach – One Engine

NOTES:

D. A D M I N I S T R A T I V E (Postflight)

Critique

1. Applicant informed of determination.
2. Review areas of weakness.
3. Provide guidance for improvement.
4. Ask if any questions.
5. Schedule for retake if disapproval.

Files

8710.3E Pilot Examiners' Handbook, Chapter 10

To Applicant:
1. Copy of Temporary certificate/notice of disapproval/letter of discontinuous.
2. Return written test results when disapproved.
3. Punch out old certificate.

To FSDO
1. Original Temporary certificate/notice of disapproval.
2. 8710.1 (fill out back, verify applicant's ID).
3. Written test results, unless disapproval.
4. Previous disapproval.

I, _____ have been administered this evaluation and have been advised of the outcome.

_____ _____

Applicant **Date**