



# PRIVATE PILOT FLIGHT TRAINING SYLLABUS

.....  
(Student's Name)

REVISION DATE:  
JAN 2023

## INTRODUCTION

The purpose of this private pilot flight training syllabus is to provide the student and instructor a realistic plan of action meant to educate the student on all necessary aspects related to the student's development of airmanship skills. The Syllabus, in its present format, consists of 41 flights; each session is developed with the intent of building upon materials covered by the preceding session. The student and instructor should be aware that the syllabus can and shall be tailored to each individual student, and while some students will master all of the necessary skills within the 41 flights allotted, other students may require more time to master those skills, in this case, the lesson should be repeated until such time that it is mastered by the student. As all human beings learn differently through a multitude of approaches to the learning process, it is not only normal, but expected that virtually no two students will accelerate through the syllabus at the same pace. Be prepared to repeat some of these lessons to proficiency.

Each session should begin with a thorough and adequate preflight briefing during which the instructor will provide detailed information regarding the subject material of the flight. Additionally, the student should take advantage of this time to clarify and ask questions to confirm adequate understanding of the materials and tasks which lay ahead. I am a firm believer that the only stupid question is the one you fail to ask! So please do not hesitate to express questions, comments, and concerns to your instructor!

In the early phases of your flight training, you will learn the basic fundamentals of flight, maintaining positive control of the aircraft, learning the terminology of aviation, and mastering the basic duties of pilot in command. As these skills are mastered, you will move forward to more advanced maneuvers including maneuvers by reference to the ground and advanced air work. These maneuvers are intended to hone your skills and bring your control inputs to a point of being more harmonious. Once mastered, and you and your instructor have reached a point of comfort with skills, confidence, and your competency as a pilot, you will go through a phase of practicing what you have learned while operating the aircraft as the sole occupant, known as "solo" flight. When sufficient solo experience has been gained, you will train with your instructor on the points of planning and executing cross country flying to various destinations throughout the area.

The final phase of your training will focus on bringing together everything you have learned so that you can begin your final preparations for your "check ride" an event where you will demonstrate practical knowledge and piloting ability to a representative of the Federal Aviation Administration or a highly experienced instructor authorized to act as their designee. Once this check ride is complete, and the examining pilot is satisfied with your competence in the air, you will receive your private pilot's certificate!

This syllabus was developed through years of instructional experience and observation of various instruction techniques by me and other instructors as well as from the feedback of previous students. I am confident that it will help provide a road map to success that will lead you to certification as a pilot.

Good Luck! And blue skies!



John W. Sealey  
CFI CFII MEI

## FLIGHT 01

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Briefing time: 10 minutes  
Flight Time: 0.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Pitch, Roll and Yaw, What is each and how are they controlled?
- Control surfaces and their function
- Sight Pictures for VFR flight, level, climb, descent
- Basic flight instruments and their indications
  - a. Attitude Indicator Information
  - b. Airspeed Indicator Indication and Color Coding
  - c. Altimeter Information

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the CFI

## FLIGHT 02

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Relationship of Pitch to airspeed
- Relationship of Power to altitude
- Importance of checklist use for all procedures
- Slow Flight maneuver, set up and recovery
- Use of trim to alleviate control pressure
- Importance of division of attention
- Stall discussion

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windssock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Instructor Trim Demonstration
- Student Trim Demonstration
- Instructor Demonstrates Flight at various airspeeds
- Student Demonstrates Flight at various airspeeds
- Instructor Demonstrates Slow Flight Maneuver
- Student Demonstrates Slow Flight Maneuver
- Instructor Demonstrates Maneuvering During Slow Flight
- Student Demonstrates Maneuvering During Slow Flight
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Common student errors during slow flight maneuvering
  - a. Using power to increase or decrease speed – instead of pitch
  - b. Using pitch to increase or decrease altitude – instead of power
- Relationship of bank to increased stall speed
- Purpose of the slow flight maneuver is to prepare the student for sensations experienced during landing, and to recognize the onset of extreme low airspeed & imminent stall.
- Other debriefing focal points are at the discretion of the instructor.

## FLIGHT 03

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Relationship of Pitch to airspeed
- Relationship of Power to altitude
- Importance of checklist use for all procedures
- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Importance of focusing outside the airplane
- Stall discussion
- Load factor discussion
- Radio communication

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Instructor Trim Demonstration
- Student Trim Demonstration
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Common student errors during slow flight maneuvering
  - a. Using power to increase or decrease speed – instead of pitch
  - b. Using pitch to increase or decrease altitude – instead of power
- Common student errors during steep turns
  - a. Over-reliance on instruments
  - b. failure to keep the eyes outside the airplane
  - c. overbanking tendency
- Relationship of bank to increased stall speed
- Purpose of the slow flight maneuver is to prepare the student for sensations experienced during landing, and to recognize the onset of extreme low airspeed / imminent stall.
- Purpose of the Steep Turn Maneuver is to give the student a feel for finer control of the aircraft in turns, exposure to load factor as well as evasive maneuvering.
- Other debriefing focal points are at the discretion of the instructor.

## FLIGHT 04

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Importance of focusing outside the airplane
- Power off stall discussion
- Critical Angle of attack
- Definition of a stall and situations where a stall may be encountered during normal operations
  - a. During improper speed control on approach to landing
  - b. During improper speed control on takeoff
  - c. During abrupt recovery from a dive
  - d. During a poorly executed go around
  - e. During a poorly executed base to final turn
- Radio communication
- VFR traffic patterns

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Instructor Trim Demonstration
- Student Trim Demonstration
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Instructor Demonstrates Power Off Stall
- Student Demonstrates Power Off Stall
- Instructor Demonstrates Power On Stall
- Student Demonstrates Power On Stall
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Common student errors during slow flight maneuvering
- Common student errors during steep turns
- Common Student Errors during Power Off Stall
- Relationship of bank to increased stall speed
- Purpose of the slow flight maneuver is to prepare the student for sensations experienced during landing, and to recognize the onset of extreme low airspeed / imminent stall.
- Purpose of the Steep Turn Maneuver is to give the student a feel for finer control of the aircraft in turns, exposure to load factor as well as evasive maneuvering.
- Purpose of the Power Off Stall Maneuver is to give the student the proper training for stall recovery should one be encountered during normal operations
- Other debriefing focal points are at the discretion of the instructor.

Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

*The purpose of this flight is to allow the student time to build proficiency in the maneuvers and procedures already covered by previous lessons.*

- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Importance of focusing outside the airplane
- Power off stall discussion
- Critical Angle of attack
- Definition of a stall and situations where a stall may be encountered during normal operations
  - a. During improper speed control on approach to landing
  - b. During improper speed control on takeoff
  - c. During abrupt recovery from a dive
  - d. During a poorly executed go around
  - e. During a poorly executed base to final turn
- Radio communication
- VFR traffic patterns

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Instructor Trim Demonstration
- Student Trim Demonstration
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Instructor Demonstrates Power Off Stall
- Student Demonstrates Power Off Stall
- Instructor Demonstrates Power On Stall
- Student Demonstrates Power On Stall
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Common student errors during slow flight maneuvering
- Common student errors during steep turns
- Common Student Errors during Power Off Stall
- Relationship of bank to increased stall speed
- Purpose of the slow flight maneuver is to prepare the student for sensations experienced during landing, and to recognize the onset of extreme low airspeed / imminent stall.
- Purpose of the Steep Turn Maneuver is to give the student a feel for finer control of the aircraft in turns, exposure to load factor as well as evasive maneuvering.
- Purpose of the Power Off Stall Maneuver is to give the student the proper training for stall recovery should one be encountered during normal operations
- Other debriefing focal points are at the discretion of the instructor.

Briefing time: 10 minutes  
 Flight Time: 1.0 – 1.5 hrs  
 Debriefing Time: 10 minutes

Briefing focal points:

*The purpose of this flight is to allow the student time to build proficiency in the maneuvers and procedures already covered by previous lessons.*

- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Importance of focusing outside the airplane
- Power off stall discussion
- Critical Angle of attack
- Definition of a stall and situations where a stall may be encountered during normal operations
  - a. During improper speed control on approach to landing
  - b. During improper speed control on takeoff
  - c. During abrupt recovery from a dive
  - d. During a poorly executed go around
  - e. During a poorly executed base to final turn
- Radio communication
- VFR traffic patterns

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Instructor Trim Demonstration
- Student Trim Demonstration
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Instructor Demonstrates Power Off Stall
- Student Demonstrates Power Off Stall
- Instructor Demonstrates Power On Stall
- Student Demonstrates Power On Stall
- Basic Fundamentals of control by reference to instruments
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Common student errors during slow flight maneuvering
- Common student errors during steep turns
- Common Student Errors during Power Off Stall
- Relationship of bank to increased stall speed
- Purpose of the slow flight maneuver is to prepare the student for sensations experienced during landing, and to recognize the onset of extreme low airspeed / imminent stall.
- Purpose of the Steep Turn Maneuver is to give the student a feel for finer control of the aircraft in turns, exposure to load factor as well as evasive maneuvering.
- Purpose of the Power Off Stall Maneuver is to give the student the proper training for stall recovery should one be encountered during normal operations
- Other debriefing focal points are at the discretion of the instructor.



## FLIGHT 07

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Review of previously discussed maneuvers
- Introduction to S-Turns
- Introduction to Turns around a point
- Introduction to Rectangular Course
- Purpose of Ground Ref maneuvers
  - a. To improve the student's coordination and mastery of the controls
  - b. To help the student recognize the effects of wind on ground track

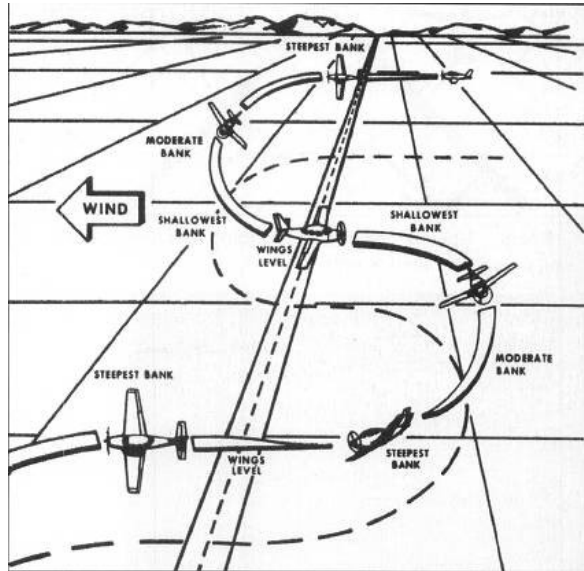
### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windssock indication
- Taxiing
- Normal Takeoff
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Student Demonstrates Steep Turn
- Student Demonstrates Power Off Stall
- Student Demonstrates Power On Stall
- Basic Fundamentals of control by reference to instruments
- Instructor Demonstrates S-Turns
- Student Demonstrates S-Turns
- Instructor Demonstrates turns around a point
- Student Demonstrates turns around a point
- Instructor Demonstrates Rectangular Course
- Student Demonstrates Rectangular Course
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

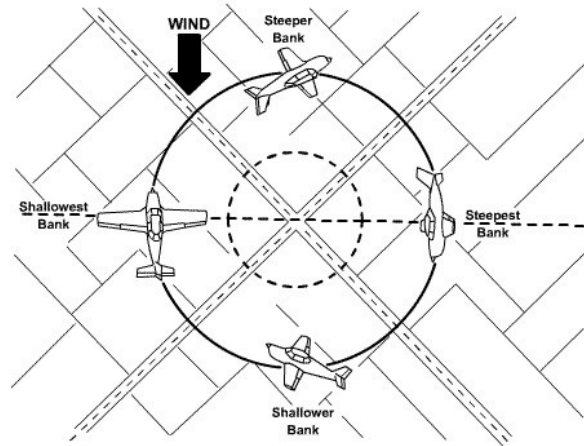
- Common student errors during s-turns
  - a. Rolling into or out of the turn to abruptly
  - b. Failure to divide attention between the road, the sight picture and the instruments
- Common student errors during turns around a point
  - a. students attempt to keep the wingtip pointed at the "point" which is not the purpose of the exercise
  - b. Failure to divide attention between the point, the sight picture and the instruments

\*\*\*SEE GROUND REFERENCE MANEUVER ILLUSTRATIONS ON NEXT PAGE\*\*\*

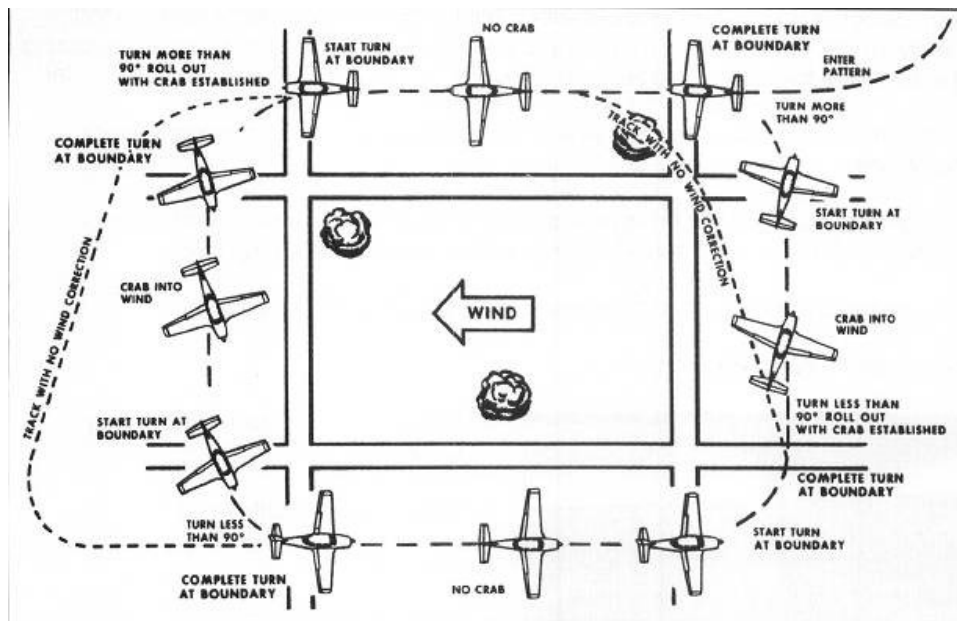


S-Turns

*URNS ABOUT A POINT*



Turns around a Point



Rectangular Course

Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Review of previously discussed maneuvers
- Introduction to S-Turns
- Purpose of S-turns
  - a. To improve the student's coordination and mastery of the controls
  - b. To help the student recognize the effects of wind on ground track
- Turns Around a point
  - a. To improve the student's coordination and mastery of the flight controls
  - b. To help the student recognize the effects of wind on ground track

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Student Demonstrates Steep Turn
- Student Demonstrates Power Off Stall
- Student Demonstrates Power On Stall
- Instructor Demonstrates S-Turns
- Student Demonstrates S-Turns
- Instructor Demonstrates turns around a point
- Student Demonstrates turns around a point
- Instructor Demonstrates Rectangular Course
- Student Demonstrates Rectangular Course
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Common student errors during s-turns
  - a. Rolling into or out of the turn to abruptly
  - b. Failure to divide attention between the road, the sight picture and the instruments
- Common student errors during turns around a point
  - a. students attempt to keep the wingtip pointed at the "point" which is not the purpose of the exercise
  - b. Failure to divide attention between the point, the sight picture and the instruments
- Other debriefing focal points are at the discretion of the instructor.

Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Review of previously discussed maneuvers
- Introduction to S-Turns
- Purpose of S-turns
  - a. To improve the student's coordination and mastery of the controls
  - b. To help the student recognize the effects of wind on ground track
- Turns Around a point
  - a. To improve the student's coordination and mastery of the flight controls
  - b. To help the student recognize the effects of wind on ground track

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Student Demonstrates Steep Turn
- Student Demonstrates Power Off Stall
- Instructor Demonstrates S-Turns
- Student Demonstrates S-Turns
- Instructor Demonstrates turns around a point
- Student Demonstrates turns around a point
- Instructor Demonstrates Rectangular Course
- Student Demonstrates Rectangular Course
- Traffic Pattern Entry
- Normal Landing
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Common student errors during s-turns
  - a. Rolling into or out of the turn abruptly
  - b. Failure to divide attention between the road, the sight picture and the instruments
- Common student errors during turns around a point
  - a. students attempt to keep the wingtip pointed at the "point" which is not the purpose of the exercise
  - b. Failure to divide attention between the point, the sight picture and the instruments
- Other debriefing focal points are at the discretion of the instructor.

## FLIGHT 10

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

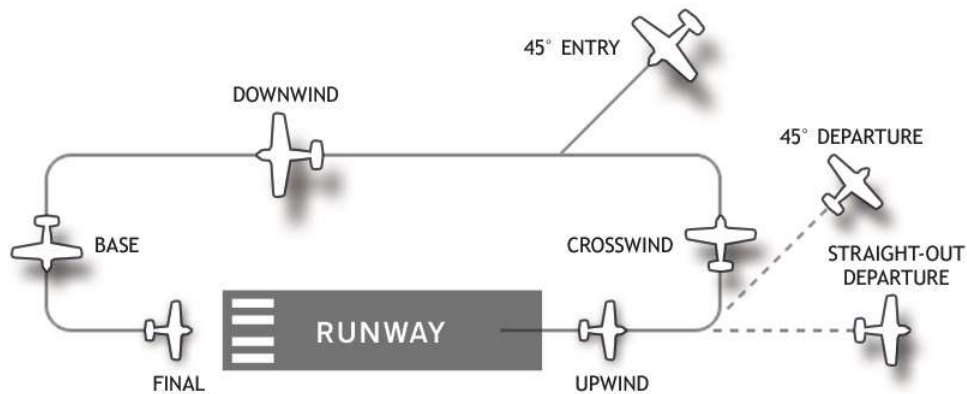
- VFR Traffic Patterns
- PAPI / VASI light indications
- Common student errors when landing
  - a. Focusing on the runway up close
  - b. Improper airspeed control on final
  - c. Too wide or too tight on the traffic pattern downwind leg
  - d. Over controlling the aircraft in the flare

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windssock indication
- Taxiing
- Normal Takeoff
- Normal Traffic Pattern Operations
- Normal Landings / Touch and goes
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.



## FLIGHT 11

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- VFR Traffic Patterns
- Go Around Procedure
- PAPI / VASI light indications
- Common student errors when landing
  - a. Focusing on the runway up close
  - b. Improper airspeed control on final
  - c. Too wide or too tight on the traffic pattern downwind leg
  - d. Over controlling the aircraft in the flare

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Normal Traffic Pattern Operations
- Normal Landings / Touch and goes
- Go Around / Missed Approach / Balked Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

## FLIGHT 12

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- VFR Traffic Patterns
- Short Field Takeoff and Landing
- Soft Field Takeoff and Landing
- Go Around Procedure
- PAPI / VASI light indications
- Common student errors when landing
  - a. Focusing on the runway up close
  - b. Improper airspeed control on final
  - c. Too wide or too tight on the traffic pattern downwind leg
  - d. Over controlling the aircraft in the flare

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Normal Traffic Pattern Operations
- Normal Landings / Touch and goes
- Go Around / Missed Approach / Balked Landing
- Short / Soft Field Takeoffs and Landings
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

Debriefing focal points are at the discretion of the instructor.

## FLIGHT 13

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Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- VFR Traffic Patterns
- Short Field Takeoff and Landing
- Soft Field Takeoff and Landing
- Go Around Procedure
- PAPI / VASI light indications
- Common student errors when landing
  - a. Focusing on the runway up close
  - b. Improper airspeed control on final
  - c. Too wide or too tight on the traffic pattern downwind leg
  - d. Over controlling the aircraft in the flare

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Normal Traffic Pattern Operations
- Normal Landings / Touch and goes
- Go Around / Missed Approach / Balked Landing
- Short / Soft Field Takeoffs and Landings
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

Debriefing focal points are at the discretion of the instructor.



Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- VFR Traffic Patterns
- Go Around Procedure
- PAPI / VASI light indications
- Common student errors when landing
  - a. Focusing on the runway up close
  - b. Improper airspeed control on final
  - c. Too wide or too tight on the traffic pattern downwind leg
  - d. Over controlling the aircraft in the flare

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Normal Traffic Pattern Operations
- Normal Landings / Touch and goes
- Short and Soft Field Takeoffs and Landings
- Go Around / Missed Approach / Balked Landing
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

## FLIGHT 15

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Briefing time: 10 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Emergency Procedure Memory Items
- Emergency Procedure Check List Use
- Proper Selection of Landing Site
- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Importance of focusing outside the airplane
- Power off stall discussion
- Critical Angle of attack
- Definition of a stall and situations where a stall may be encountered during normal operations
  - a. During improper speed control on approach to landing
  - b. During improper speed control on takeoff
  - c. During abrupt recovery from a dive
  - d. During a poorly executed go around
  - e. During a poorly executed base to final turn
- Radio communication
- VFR traffic patterns

### Procedures and maneuvers:

*Instructor: Inject the emergency procedure at least twice into this lesson, it is advisable to consciously work the flight so that the aircraft ends up almost directly over the airport at the time of the second engine failure without the student realizing he is over the airport, this will reinforce the importance of situational and positional awareness.*

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Instructor Demonstrates Power Off Stall
- Student Demonstrates Power Off Stall
- Traffic Pattern Entry
- Normal Landing
- Short and Soft Field Takeoff and Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

## FLIGHT 16

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Briefing time: 10 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Emergency Procedure Memory Items
- Emergency Procedure Check List Use
- Proper Selection of Landing Site
- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Steep Spiral maneuver
- Emergency Descent Maneuver
- Importance of focusing outside the airplane
- Power off stall discussion
- Critical Angle of attack
- Definition of a stall and situations where a stall may be encountered during normal operations
  - a. During improper speed control on approach to landing
  - b. During improper speed control on takeoff
  - c. During abrupt recovery from a dive
  - d. During a poorly executed go around
  - e. During a poorly executed base to final turn
- Radio communication
- VFR traffic patterns

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Instructor Demonstrates Power Off Stall
- Student Demonstrates Power Off Stall
- Traffic Pattern Entry
- Normal Landing
- Short and Soft Field Takeoff and Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

## FLIGHT 17

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Briefing time: 10 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Emergency Procedure Memory Items
- Emergency Procedure Check List Use
- Proper Selection of Landing Site
- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Steep Spiral maneuver
- Emergency descent maneuver
- Importance of focusing outside the airplane
- Power off stall discussion
- Critical Angle of attack
- Definition of a stall and situations where a stall may be encountered during normal operations
  - a. During improper speed control on approach to landing
  - b. During improper speed control on takeoff
  - c. During abrupt recovery from a dive
  - d. During a poorly executed go around
  - e. During a poorly executed base to final turn
- Radio communication
- VFR traffic patterns

Instructor: At this phase you should seriously assess the abilities of the student in preparation for their first solo.

- a. Is the student able to perform pilot duties with little CFI help?
  - Yes
  - No
- b. Are the student's landings safe and satisfactory in your opinion?
  - Yes
  - No
- c. Is the student able to handle simulated emergencies in an organized and procedural manner?
  - Yes
  - No

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Instructor Trim Demonstration
- Student Trim Demonstration
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Instructor Demonstrates Power Off Stall
- Student Demonstrates Power Off Stall
- Traffic Pattern Entry
- Normal Landing
- Short and Soft Field Takeoff and Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

## FLIGHT 18

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Briefing time: 10 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Emergency Procedure Memory Items
- Emergency Procedure Check List Use
- Proper Selection of Landing Site
- Slow Flight maneuver, set up and recovery
- Steep Turn maneuver
- Importance of focusing outside the airplane
- Power off stall discussion
- Critical Angle of attack
- Definition of a stall and situations where a stall may be encountered during normal operations
  - a. During improper speed control on approach to landing
  - b. During improper speed control on takeoff
  - c. During abrupt recovery from a dive
  - d. During a poorly executed go around
  - e. During a poorly executed base to final turn
- Radio communication
- VFR traffic patterns

Instructor: At this phase you should seriously assess the abilities of the student in preparation for their first solo.

- a. Is the student able to perform pilot duties with little CFI help?
  - Yes
  - No
- b. Are the student's landings safe and satisfactory in your opinion?
  - Yes
  - No
- c. Is the student able to handle simulated emergencies in an organized and procedural manner?
  - Yes
  - No

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Climb sight picture
- Straight and level sight picture
- Level left and right turns
- Climbing turns
- Descent sight picture
- Descending turns
- Instructor Trim Demonstration
- Student Trim Demonstration
- Student Demonstrates Flight at various airspeeds
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Instructor Demonstrates Steep Turn
- Student Demonstrates Steep Turn
- Instructor Demonstrates Power Off Stall
- Student Demonstrates Power Off Stall
- Traffic Pattern Entry
- Normal Landing
- Short and Soft Field Takeoff and Landing
- Post flight inspection / securing aircraft

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

## FLIGHT 19

## *First Solo Flight!*

Briefing time: 10 minutes  
Flight Time: 0.5 hrs  
Debriefing Time: 20 minutes

### Briefing focal points:

- Privileges and limitations of solo endorsement
- Required Documents on board for solo flight
  - a. Logbook
  - b. Medical
  - c. Photo ID

### Procedures and maneuvers:

*Student: For the first solo flight you should conduct approximately 3 to 5 touch and go landings under the instructor's supervision.*

- Normal Touch and Go Landings

### Debriefing Focal Points:

- Any questions, comments and concerns should be directed to the instructor.
- Commemoration

Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Instructor Assignment of Maneuvers and Procedures
- Required Documents on board for solo flight
  - a. Logbook
  - b. Medical
  - c. Photo ID

Procedures and maneuvers:

- As assigned by instructor
- If not assigned any maneuvers or procedures specifically, try these
- Slow Flight
- Steep Turns
- S-Turns
- Turns around a point
- Touch and goes

Debriefing Focal Points:

- Any questions, comments and concerns should be directed to the instructor.

Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Instructor Assignment of Maneuvers and Procedures
- Required Documents on board for solo flight
  - a. Logbook
  - b. Medical
  - c. Photo ID

Procedures and maneuvers:

- As assigned by instructor
- If not assigned any maneuvers or procedures specifically, try these
- Slow Flight
- Steep Turns
- S-Turns
- Turns around a point
- Touch and goes

Debriefing Focal Points:

- Any questions, comments and concerns should be directed to the instructor.



Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Instructor Assignment of Maneuvers and Procedures
- Required Documents on board for solo flight
  - a. Logbook
  - b. Medical
  - c. Photo ID

Procedures and maneuvers:

- As assigned by instructor
- If not assigned any maneuvers or procedures specifically, try these
- Slow Flight
- Steep Turns
- S-Turns
- Turns around a point
- Touch and goes

Debriefing Focal Points:

- Any questions, comments and concerns should be directed to the instructor.

Briefing time: 10 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Instructor Assignment of Maneuvers and Procedures
- Required Documents on board for solo flight
  - a. Logbook
  - b. Medical
  - c. Photo ID

Procedures and maneuvers:

- As assigned by instructor
- If not assigned any maneuvers or procedures specifically, try these
- Slow Flight
- Steep Turns
- S-Turns
- Turns around a point
- Touch and goes

Debriefing Focal Points:

- Any questions, comments and concerns should be directed to the instructor.

FLIGHT 24 *Cross Country Navigation Problem #1*  
*(Departure from home field, two stops with return to home field)*

Briefing time: 45 minutes  
Flight Time: 2.5 – 3.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Preflight Weather Briefing
- Cross Country Flight Planning
- E6B use
- ATC Flight Following
- Filing Flight Plans

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Cruise Check List
- Check Point Timing
- VOR Navigation
- GPS Navigation
- Pilotage Dead Reckoning
- Pattern Entry Procedures
- Radio Uses at other airports

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.
- CLOSE FLIGHT PLAN

FLIGHT 25 *Cross Country Navigation Problem #2*  
*(Departure from home field, two stops with return to home field)*

Briefing time: 45 minutes  
Flight Time: 2.5 – 3.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Preflight Weather Briefing
- Cross Country Flight Planning
- E6B use
- VOR localization of position
- ATC Flight Following
- Filing of Flight Plans

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Cruise Check List
- Check Point Timing
- VOR Navigation
- VOR localization of position
- GPS Navigation
- Pilotage Dead Reckoning
- Pattern Entry Procedures
- Radio Uses at other airports

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.
- CLOSE FLIGHT PLAN

## FLIGHT 26

## Cross Country Navigation Problem #3

*(Departure from home field, two stops with return to home field)*

Briefing time: 45 minutes  
Flight Time: 2.5 – 3.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Preflight Weather Briefing
- Cross Country Flight Planning
- E6B use
- ATC Flight Following
- Filing of Flight Plans
- VOR localization of position
- Lost Procedures
  - a. Climb, Conserve, Communicate, Confess, Comply
  - b. 121.5
  - c. VOR localization of position
  - d. Divert to alternate
  - e. Estimation of fuel aboard

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windssock indication
- Taxiing
- Normal Takeoff
- Cruise Check List
- Check Point Timing
- VOR Navigation
- VOR localization of position
- Lost Procedures
- Divert to alternate airport
- GPS Navigation
- Pilotage Dead Reckoning
- Pattern Entry Procedures
- Radio Uses at other airports

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.
- CLOSE FLIGHT PLAN

## FLIGHT 27

## Night Navigation Problem #1

*(Depart home field, fly to destination 100 nm or more distant and return)*

Briefing time: 45 minutes  
Flight Time: 2.5 – 3.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Preflight Weather Briefing
- Cross Country Flight Planning
- Night Planning considerations
- E6B use
- ATC Flight Following
- Filing of Flight Plans
- VOR localization of position
- Lost Procedures
  - a. Climb, Conserve, Communicate, Confess, Comply
  - b. 121.5
  - c. VOR localization of position
  - d. Divert to alternate
  - e. Estimation of fuel aboard

### Procedures and maneuvers:

- Night Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Cruise Check List
- Check Point Timing
- VOR Navigation
- VOR localization of position
- Lost Procedures
- Divert to alternate airport
- GPS Navigation
- Pilotage Dead Reckoning
- Simulate electrical failure by dimming interior lights
- Pattern Entry Procedures
- Complete at least 10 takeoffs and landings to a full stop
- Radio Uses at other airports

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.
- CLOSE FLIGHT PLAN

## FLIGHT 28

## *Night Navigation Problem #2*

*(depart home field, fly to 3 points, 250 nm total distance and return home)*

Briefing time: 45 minutes  
Flight Time: 2.5 – 3.5 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Preflight Weather Briefing
- Cross Country Flight Planning
- Night Planning considerations
- E6B use
- ATC Flight Following
- Filing of Flight Plans
- VOR localization of position
- Lost Procedures
  - a. Climb, Conserve, Communicate, Confess, Comply
  - b. 121.5
  - c. VOR localization of position
  - d. Divert to alternate
  - e. Estimation of fuel aboard

### Procedures and maneuvers:

- Night Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Windsock indication
- Taxiing
- Normal Takeoff
- Cruise Check List
- Check Point Timing
- VOR Navigation
- VOR localization of position
- Lost Procedures
- Divert to alternate airport
- GPS Navigation
- Pilotage Dead Reckoning
- Simulate electrical failure by dimming interior lights
- Pattern Entry Procedures
- Complete at least 10 takeoffs and landings to a full stop
- Radio Uses at other airports

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.
- CLOSE FLIGHT PLAN

## FLIGHT 29

## Class Delta Operations, Problem #1

(Operations into and out of class D Airports, repeat to proficiency)

Briefing time: 15 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

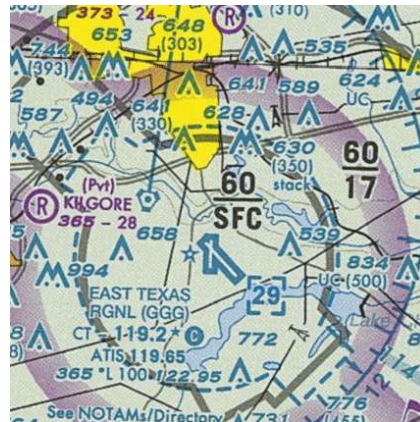
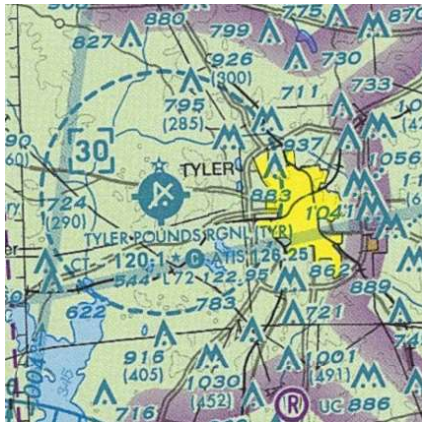
- Tower Communications

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Pattern Entry Procedures
- Radio Uses at towered airports

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.





**FLIGHT 30**

**Class Delta Operations, Problem #2**

*(Operations into and out of class D Airports, repeat to proficiency)*

Briefing time: 15 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

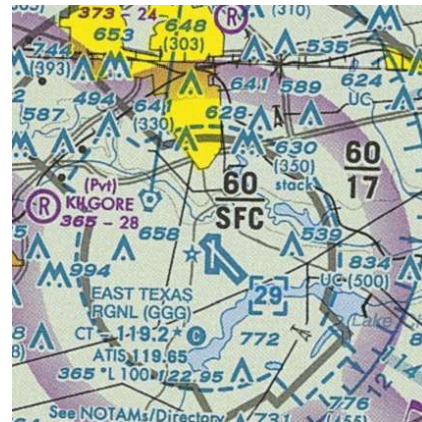
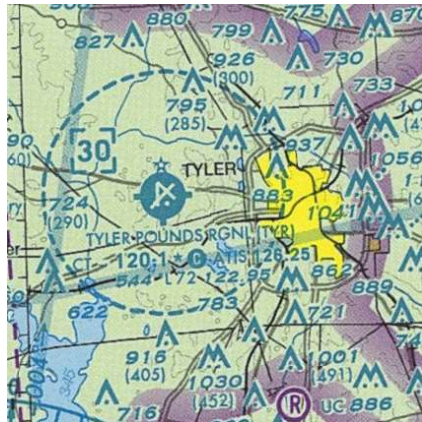
- Tower Communications

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Pattern Entry Procedures
- Radio Uses at towered airports

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.



## FLIGHT 31

## Solo Navigation Problem #1

*(Depart home airport, stop at three other airports and return to home airport)*

Briefing time: 45 minutes  
Flight Time: 3.0 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Instructor Must Inspect flight planning
- Instructor Must endorse logbook and medical for specific cross country flight
- Discuss Refueling Stops & Fuel Management Plan
- Lost Procedures
  - a. Climb, Conserve, Communicate, Confess, Comply
  - b. 121.5
  - c. VOR localization of position
  - d. Divert to alternate
  - e. Estimation of fuel aboard

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Cruise Check List
- Check Point Timing
- VOR localization of position
- GPS Navigation
- Pilotage Dead Reckoning
- Pattern Entry Procedures
- Radio Uses at other airports

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

## FLIGHT 32

## Solo Navigation Problem #2

*(Depart home airport, stop at three other airports and return to home airport)*

Briefing time: 45 minutes  
Flight Time: 3.0 hrs  
Debriefing Time: 10 minutes

### Briefing focal points:

- Instructor Must Inspect flight planning
- Instructor Must endorse logbook and medical for specific cross country flight
- Discuss Refueling Stops & Fuel Management Plan
- Lost Procedures
  - a. Climb, Conserve, Communicate, Confess, Comply
  - b. 121.5
  - c. VOR localization of position
  - d. Divert to alternate
  - e. Estimation of fuel aboard

### Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Cruise Check List
- Check Point Timing
- VOR localization of position
- GPS Navigation
- Pilotage Dead Reckoning
- Pattern Entry Procedures
- Radio Uses at other airports

### Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

FLIGHT 33

Class Delta Operations, Problem #3

*(Operations into and out of class D airport)*

Briefing time: 15 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Tower Communications

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Pattern Entry Procedures
- Radio Uses at towered airports

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

FLIGHT 34  
*(Solo operations at class D airport)*

*Solo at Towered Airport*

Briefing time: 15 minutes  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Tower Communications
- Student Must complete 5 stop and go landings at the towered airport

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Pattern Entry Procedures
- Radio Uses at towered airports

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

Briefing time: 15 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- IFR operations
- Basics of IFR flight
- Unusual attitude recognition and recovery
- Instrument reliance and ignoring bodily indications

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Straight and level under the hood
- Basic turns under the hood
- 180° turns under the hood
- Climbing and descending turns under the hood
- Straight and level descents under the hood
- Timed turns
- Partial Panel Flight
- Unusual Attitude Recovery
- Pattern Entry Procedures
- Normal takeoff and landing

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

Briefing time: 15 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- IFR operations
- Basics of IFR flight
- Instrument reliance and ignoring bodily indications

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Straight and level under the hood
- Basic turns under the hood
- 180° turns under the hood
- Climbing and descending turns under the hood
- Straight and level descents under the hood
- Timed turns
- Partial Panel Flight
- Unusual Attitude Recovery
- Pattern Entry Procedures
- Normal takeoff and landing

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

Briefing time: 15 minutes  
Flight Time: 1.0 – 1.5 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- IFR operations
- Basics of IFR flight
- Instrument reliance and ignoring bodily indications
- Unusual attitudes and recovery procedures

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- Taxiing
- Normal Takeoff
- Straight and level under the hood
- Basic turns under the hood
- 180° turns under the hood
- Climbing and descending turns under the hood
- Straight and level descents under the hood
- Timed turns
- Partial Panel Flight
- Unusual Attitude Recovery
- Pattern Entry Procedures
- Normal takeoff and landing

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.



Briefing time: 1.5 – 2.0 hrs  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Simulated Oral Exam

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Taxiing
- Normal Takeoff
- Normal Landing
- Soft Field Takeoff
- Soft Field Landing
- Short Field Takeoff
- Short Field Landing
- Normal Takeoff with Departure on Cross Country Route
- Student Locates First Two Check Points
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Student Demonstrates Steep Turns
- Student Demonstrates Power Off Stall
- Student Demonstrates S-Turns
- Student Demonstrates Turns around a point
- Student Demonstrates Rectangular Course
- Engine Failure Procedure
- Hood Work
  - a. Straight and Level Flight
  - b. Left and Right Turns
  - c. 180 degree turns
  - d. VOR tracking
  - e. Unusual Attitude Recovery
- Traffic Pattern Entry
- Normal Landing without flaps (Demonstrates Slip to Landing)
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

Briefing time: 1.5 – 2.0 hrs  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Simulated Oral Exam

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Taxiing
- Normal Takeoff
- Normal Landing
- Soft Field Takeoff
- Soft Field Landing
- Short Field Takeoff
- Short Field Landing
- Normal Takeoff with Departure on Cross Country Route
- Student Locates First Two Check Points
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Student Demonstrates Steep Turns
- Student Demonstrates Power Off Stall
- Student Demonstrates S-Turns
- Student Demonstrates Turns around a point
- Student Demonstrates Rectangular Course
- Engine Failure Procedure
- Hood Work
  - a. Straight and Level Flight
  - b. Left and Right Turns
  - c. 180 degree turns
  - d. VOR tracking
  - e. Unusual Attitude Recovery
- Traffic Pattern Entry
- Normal Landing without flaps (Demonstrates Slip to Landing)
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

Briefing time: 1.5 – 2.0 hrs  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Simulated Oral Exam

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Taxiing
- Normal Takeoff
- Normal Landing
- Soft Field Takeoff
- Soft Field Landing
- Short Field Takeoff
- Short Field Landing
- Normal Takeoff with Departure on Cross Country Route
- Student Locates First Two Check Points
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Student Demonstrates Steep Turns
- Student Demonstrates Power Off Stall
- Student Demonstrates S-Turns
- Student Demonstrates Turns around a point
- Student Demonstrates Rectangular Course
- Engine Failure Procedure
- Hood Work
  - a. Straight and Level Flight
  - b. Left and Right Turns
  - c. 180 degree turns
  - d. VOR tracking
  - e. Unusual Attitude Recovery
- Traffic Pattern Entry
- Normal Landing without flaps (Demonstrates Slip to Landing)
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.

Briefing time: 1.5 – 2.0 hrs  
Flight Time: 1.5 – 2.0 hrs  
Debriefing Time: 10 minutes

Briefing focal points:

- Simulated Oral Exam

Procedures and maneuvers:

- Preflight Inspection
- Checklist Use
- AWOS / ATIS check
- Taxiing
- Normal Takeoff
- Normal Landing
- Soft Field Takeoff
- Soft Field Landing
- Short Field Takeoff
- Short Field Landing
- Normal Takeoff with Departure on Cross Country Route
- Student Locates First Two Check Points
- Student Demonstrates Slow Flight Maneuver
- Student Demonstrates Maneuvering during slow flight
- Student Demonstrates Steep Turns
- Student Demonstrates Power Off Stall
- Student Demonstrates S-Turns
- Student Demonstrates Turns around a point
- Student Demonstrates Rectangular Course
- Engine Failure Procedure
- Hood Work
  - a. Straight and Level Flight
  - b. Left and Right Turns
  - c. 180 degree turns
  - d. VOR tracking
  - e. Unusual Attitude Recovery
- Traffic Pattern Entry
- Normal Landing without flaps (Demonstrates Slip to Landing)
- Post flight inspection / securing aircraft

Debriefing Focal Points:

- Debriefing focal points are at the discretion of the instructor.