

Applicant \_\_\_\_\_ Date \_\_\_\_\_

## Sport Pilot Plan of Action - Flight Portion

(Rev. 09/01/2006)

- Preflight inspection – **Time start** \_\_\_\_\_
  - Applicant understands what he is looking at and why it is important
  - Airplane is really safe
  - USES CHECKLIST, at least at the end
- Cockpit mgmt & engine start – **Hobbs** \_\_\_\_\_
  - Loose items stowed, materials organized
  - Pax brief; seat belts, doors & emerg. proc.
  - Aircraft position vs. people & buildings
  - Uses proper starting procedure
  - Uses checklist
- Taxiing
  - Selects proper runway
  - Checks brakes, but doesn't drag breaks
  - Holds controls appropriate to wind direction
  - Obeys markings, instructions, clearances
- Run-up (before take-off)
  - Uses checklist, understands why items are checked
  - Reviews take-off performance speeds, distances, emergency procedures and departure procedures (how to properly leave pattern)
  - Runway safety elements
    - THOROUGHLY looks for other traffic, both ways, all runways
    - Uses radio properly (if equipped)
    - Doesn't dawdle on runway
- Normal or crosswind take-off
  - Properly compensates for any crosswind
  - Rotates and climbs at proper speeds (+10/-5 kts)
- Navigation
  - Promptly gets established on course
  - Identifies landmarks & checkpoints, keeps appropriate time log
  - Altitude +/- 200 ft., heading +/-15 degrees
  - Navigation systems & radar (if radio equipped)
    - Uses GPS and/or VOR properly
- Knows how to contact ATC (radar)
- High maneuvers
  - Does clearing turns first
  - Steep turns (+/- 100ft, bank +/-5 degrees, out heading +/-10 degrees)
  - Slow flight; w & w/o flaps, turns (1.2 Vs1, +10/-5 kts, +/-100 ft)
  - Stalls, power off & power on
- Emergency operations; engine failure
  - Uses checklist
  - Best glide & trim
  - Landing site and pattern
  - Transponder & radio usage (if equipped)
  - Attempts restart
- Ground reference maneuvers; select at least one
  - Turns about a point (+/-100 ft, +/-10 kts)
  - S-turns across a road (+/-100 ft, +/-10 kts)
  - Rectangular course (maybe at airport)
- Lost & diversion
  - Climbs if necessary
  - Uses nav radios and/or ATC as appropriate if equipped
  - Identifies present position
  - Figures out course and approximate time to alternate airport, fuel OK
- Airport operations
  - Uses radio correctly if equipped
  - Makes proper traffic pattern entry
  - Maintains spacing & altitude (+/-100')
  - Applies wind correction in the pattern
  - Recognizes and properly interprets runway markings & lighting
- Takeoffs, landing & go-arounds
  - Rectangular course
  - Shrt field lndg (within 200 ft, +10/-5 kts)
  - Shrt field takeoff (Vx, > Vy, +10/-5 kts)
  - Soft field landing
  - Soft field takeoff
  - Go-around
  - Slip to landing
- Post-flight procedures – **Hobbs end** \_\_\_\_\_

Distraction: \_\_\_\_\_

I have been examined in all of the above-listed operations & tasks: \_\_\_\_\_