

## Private Pilot Gouge Sheet

Applicant: [REDACTED]

Examiner: [REDACTED]

Date: 2/2019

Start time oral: 0830 local

End Time oral: 1026

Start time practical: 1105

End time practical: 1236

**Preface: I will break this gouge sheet into the oral section of the exam and the practical section.**

### *Oral-*

We started out discussing career goals and some history of flight of both my own and Mr. [REDACTED]. We discussed why we love flight and some of the pros and cons of different levels of commercial aviation (Airline vs business charter).

[REDACTED] then went through the airplane's log books and ask some simple questions about what the annual/100 hr inspection is and what is required to be performed (basics like ELT, transponder inspection times and who is allowed to perform them).

The next topic was discussing what makes an airplane "airworthy". Again, there was no "gotcha" questions and everything was straight forward. He asked about the **minimum equipment needed for day VFR flight**. He also asked **about how would a pilot still fly if a non-essential component (radio) were to become inoperable prior to leaving. (This was my big gotcha question).**

He then asked about what makes a pilot capable to perform as PIC. No surprises here.

The next topic was about the medical requirements for flight (how long is a 3<sup>rd</sup> class medical good for? What kind of medical do you need for your private pilot certificate?). It was here that [REDACTED] started asking more detailed questions like what is **hypoxia, hyperventilation, and carbon monoxide poisoning**, what are the symptoms, and how do we alleviate them. He asked where a pilot can look for information on **prescription drugs and if they are allowed by the FAA (specifically it was antihistamine drugs).**

The next topic was discussion over aircraft systems. He wanted to know what type of engine, how many cylinders, what horsepower, and how the engine was cooled. He asked what type of propeller the airplane has. He asked what the hydraulic system was on the aircraft. He then asked about any anti-icing or de-icing equipment. He wanted to know if the 172 was FIKI certified.

He asked about general performance of the aircraft. **Know the V SPEEDS!**

He asked about conditions that may cause a spin, and what to do if I were to get into a spin.

We talked about metars and tafs. **Know how often METARs and TAFs are updated and what they tell the pilot. (pro tip, the AWOS and a metar are not the same thing).**

The last major question he asked was over flight planning. Although I took the time to prepare a weight and balance sheet ahead of time, he gave me a new set of parameters to complete in front of him. He also wanted me to calculate the takeoff/landing distance required over a 50 ft obstacle with the wind conditions at my departure and destination airport. This was not difficult, but it was time consuming.

We discussed different aspects of the sectional map from **special use airspace**, to VFR airspace requirements, to special symbols on the map. Basically, know everything on a sectional map. None of the questions were unfair, and I do not believe I missed any during this portion of the exam.

Overall, [REDACTED] was really fair with the oral. I did not miss very many questions, but almost none of the questions he asked were over-the-top for a private pilot to know.

We did not do any acronyms like **IMSAFE, DECIDE, 5P's** ect.

*Practical (flight portion).*

We did a preflight inspection, and [REDACTED] loosely followed me around. There were no problems here.

Taxi and normal takeoff were fine.

We proceeded to start the first leg of my planned country. We maybe flew a couple minutes of it then diverted to Marion. He wanted me to go through my diversion procedures. He allowed me to use Foreflight to estimate the time enroute, the fuel burn, and ground speed. I simply had to fly the plane in the direction of Marion, then use my Ipad for the rest.

The next step was my maneuvers. I performed my clearing turns then did left and right steep turns at 45 – degrees. These could have been cleaner on my end, and [REDACTED] did say to keep it steeper. I was definitely on the shallow end of the +/- 5 degree standard.

After the steep turns, we did slow flight in a straight line which led into power-off and power-on stalls. I asked if he wanted me to clear the area again prior to attempting these maneuvers, but he said that we didn't need to.

After the stalls, we did some hood work. He had me do straight and level, climbing-turn to a heading/altitude, and descending-turn to a heading/altitude.

The next procedure was a simulated engine loss. I went through my checklist and set for best glide. I talked about looking for a spot to land, switching the radio to the correct channels, and switching the transponder to 7700 if time allowed. We descended to 2000 MSL and the maneuver was complete.

While we were lower, we did ground reference maneuvers. I cleared the area and we went into turns about a point and went straight into an s-turn. We did half the s-turn and he said it was good, and so we returned to Kokomo. I used the VOR instead of foreflight to show him that I could use the device. We did a normal approach to landing followed by a short-field take off and short-field landing. On my first attempt of the short field landing, I had to go around due to increased wind speeds and we were getting slow before the threshold of the runway. On my second attempt, everything went fine but I still landed a little left (5 ft?) of center. The last maneuver was the soft-field take/off and landing. He had me stay high until closer to the runway to simulate a 50 ft obstacle. I was set to land, but the extra wind and me being nervous came down a little hard and bounced, but I was able to recover with added throttle and safely land the plane again a tad left of center (5 ft?).

After that we taxied up to the FBO and the test was over. I am now a private pilot!

Overall, [REDACTED] was again fair (maybe a little generous), but I think I showed how to handle a little adversity. Not everything in aviation is going to go by the book 100% of the time, and I think its good to show that you can adjust and make sound judgement calls.

We did not do unusual attitudes, turning stall, and he did not ask to do tracking of a VOR or intercepting a radial.

In conclusion, I believe that [REDACTED] wants to see you perform near flawlessly, but also knows that some mistakes are made as long as they are corrected in a timely manner. Hope this was a helpful read!