
IFR Checkride Gouge

Examinee: Zachary Funk

Examiner: [REDACTED]

Date: September 16, 2019

Location: OKK/MZZ

Oral Exam:

The start of the exam was just a conversation about the current aviation industry. We discussed some of the particulars of different flight training schools and the current aviation climate. I believe this was done to simply calm my nerves.

The examiner then went through the outcomes of the exam to make sure I understood what could happen in terms of pass/fail/discontinue. After that, we started on the basics of what makes a pilot and airplane legal to fly. (A.R.R.O.W. and the medical, photo I.D., and pilot certificate). The examiner then asked about what specific instruments must an airplane have to be IFR legal (GRABCARD). After that, we discussed the legality of flying an aircraft IFR if any of the essential instruments were inoperable. Then we discussed how to properly render an instrument inoperable. Lastly, the examiner wanted to know how we can make the instruments operable again (A pilot/owner/operator would have to get a special flight permission to fly the airplane to be fixed).

On the next section, we talked how the pitot static system worked in the airplane. We discussed if the airplane had a secondary static source or what we could do if a secondary source was not available. We did not discuss the possible errors that may occur in the pitot static system or what happens when the system ices over. We then discussed the airplanes vacuum system and what type it is (pneumatic/electrical). The question was asked if we had a pneumatic vacuum and where the source of the vacuum comes from. The question was asked if the airplane has a secondary vacuum pump. We also discussed the electrical vacuum systems in the airplane.

The next section of the exam was the flight planning section. I had to show a flight plan I made to KBNA (Nashville International). I stated why I picked a certain altitude and what criteria must be met in order to pick a certain altitude. I was then questioned on how to determine if the weather was going to be good for an IFR flight in my particular plane. We also talked about Airmets (Sierra, Tango, and Zulu), sigmets and convective sigmets. He wanted to know about metars and TAFs.

Along with this section we discussed the IFR low-enroute map. He asked about 20 questions over what the symbology meant. Here are some that I remember:

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| 1. Non-compulsory reporting point | 7. OROCA | 15. Airport classifications |
| 2. Compulsory reporting point. | 8. GPS Waypoints | 16. Part time tower |
| 3. MOCA | 9. GPS Routes | 17. Pilot controlled lighting |
| 4. MEA | 10. VOR Radials Reliability | 18. ARTCC frequencies. |
| 5. MCA | 11. MOAs | |
| 6. MRA | 12. Restricted airspace | |
| | 13. Prohibited airspace | |
| | 14. Victor airways | |

We discussed the types of NOTAMS and what each one will tell a pilot. Specifically, he wanted to know about Notam(D) and FDC Notams. We moved into discussing approach plates. We did not go into extensive length talking about the plate. He did want to know what GS 3.00 and TCH means. He wanted to know about the categories for the airplanes (Category = $1.3 \times V_{so}$). He wanted to know what would happen if you flew a category A airplane at category B speeds. He asked about the visual descent point and what it means. Lastly, he wanted to know what the FAF to MAP. He also got an airport diagram out and wanted me to demonstrate if I knew the symbology. Some questions he asked is where were the PAPIs, HS 1, and airport lighting where at.

After that, he wanted to know about the use of Alternates when it comes to flight planning. He asked what the A and T means on an approach plate. He wanted me to demonstrate where to find the information for alternate usage. We talked briefly about SIDs and STARs. We did not go into deep detail on what a SID or STAR does.

The last thing we talked about was how to remain IFR current. He wanted to know that you need 6 approaches, tracking using a nav system, and a performing a hold. We talked about the qualifications for a safety pilot and what “appropriately rated” means when it comes to using a safety pilot.

Practical

The practical was very straightforward with no surprises or “gotcha” situations. He gave me about 10 minutes to look over the approach plates before I went to preflight the plane. I was to execute the ILS 04 at MZZ to a full stop landing. He vectored me into the final approach course instead of flying the whole approach. I also had to demonstrate proper use of the autopilot.

After we finished that approach, we flew back to OKK to execute the VOR-32. Prior to beginning the approach, he wanted me to enter the hold over OKK and make a lap. I demonstrated wind correction and timing. I think he was just looking for me to be cognizant of the situation and to adjust as needed to stay in the hold. After he was satisfied with that, I flew the whole VOR-32 approach to a low approach only. It’s worth noting that I was able to stay above the MDA by about 50 ft until he told me to execute a missed approach.

Finally, he vectored me to the final approach for the RNAV-5 at OKK to a full stop. There was nothing special to note here. We landed as normal then taxied up to the FBO.

I would like to note that the checkride weather was VFR, but it was quite turbulent with day time heating. I never exceeded the ± 100 ft for the enroute phase and never went over +100 ft or -0 ft final approach leg. Speed was a little more difficult to control as the thermals would change your altitude which forced me to be on the throttle more than I would like, but I made the proper adjustments.