

FAA PRIVATE PILOT Checkride Summary

Date: 22-Nov-2019

Summary:

The entire oral section including the preliminaries and a little chit-chat took almost 2.5 hours. The Hobbs time on the airplane was 1.3 hrs. The final wrap-up was only about 10 minutes. In total, the entire check ride took 4 hours. He did a good job at some chit-chat that helped to reduce the tension and nerves. The oral test was fairly relaxed and his questions seemed to mostly fit within the context of our upcoming flight. I don't remember any of the "out in left field" questions from the Gleim ACS / Oral test. For example, he did not ask or require me to recite any of the acronyms.

The flight seemed very quick, but it did end up taking 1.3hrs according to the Hobbs. He did not talk much at all, allowing me to be the PIC. He only talked enough to request maneuvers. The flight itself was considerably easier than our dry-run practices. I did remember to check the checklists at various stages of the flight. I gave a flight briefing before our take off, explaining what action we would take if we lost power during the Take Off run or after take off. He seemed to appreciate that.

Preliminaries

- Checked logbook entries and endorsements.
- Reviewed photo ID / driver's license, Student Certificate, Medical Certificate
- Reviewed Knowledge Test Results
- IACRA
- Pay Examiner Fee

Oral

- We started off with questions related to qualifications of a private pilot
 - Recency requirements
 - Day, night, conventional gear
 - Flight reviews
 - Proficiency
 - Medical certificate requirements
 - High performance, Complex
 - Address change
 - Documents required on your person
 - Alcohol
 - Medications (what can/can't be taken, where to find out what medications are allowed)

- Qualifications of the airplane
 - This is where we reviewed the log books for 739KS
 - Only 2 or 3 questions related to log books
 - Just confirmed the annual inspection
 - At the same time he asked about what regular inspections are required and the respective intervals
 - I asked if I could look up the transponder inspection frequency in the 14 CFR book (part of the Gleim AIM manual). He had no problem with me looking it up.
 - He also asked about ADs at this time, but he did not require us to look up the AD list.
 - We looked up those inspections in the log book
 - After those 2 or 3 questions, we put the log books away and did not refer to them again.
 - 3 or 4 questions on documents required in the airplane
 - A couple questions about what airplanes I can fly once I have PPL2
 - Required equipment for VFR Day
 - 2 or 3 questions on proper handling of inoperative equipment
 - One of the specific questions was if the position lights were inoperative, when I did my pre-flight inspection, could I continue on my VFR Day flight? I gave several mostly correct answers (mark the position light switch as In-Op), but I did not mention that the breaker needs to be pulled to disable the position lights. He did give me a second and third chance and I finally got the answer correct. (not sure if he counted it wrong or not, but I got the impression that he counted it correct)
- Privileges of a private pilot
- Hypoxia, Hyperventilation, Carbon dioxide poisoning
- A few questions on aerodynamics forces on the airplane
- Weather
 - METAR, TAF, AWOS, ATIS
 - He asked a few questions about what information is provided by these services and how often they are issued
 - I brought with me the Gleim “Aviation Weather and Weather Services” book, and I asked if I could look up some information on TAFs to answer one of the questions. He had no problems with me looking up the answer.
 - ARMETs, SIGMETs, Conductive SIGMETs

- He asked what information was provided by each and to whom it applied
 - A question or two on NOTAMs
 - We reviewed the cross country flight that he had requested that I prepare ahead of time
 - I prepared both paper / manual flight plans as well as on foreflight. However, we did not review the foreflight plans at all.
 - He asked several questions related to the cross country flight
 - Diversion
 - How I picked waypoints
 - Fuel calculations
 - Questions regarding the weather briefing and what it means to me and what decision I would make based on it
 - There were many questions regarding the sectional chart
 - He ensured my sectional chart was current
 - Airspace - my flight took us through Indianapolis's class C airspace. He asked me questions on how that would be handled in our flight
 - He asked questions on all airspace classes (including Class A, which is not on the sectional)
 - He asked me to define many different symbols and references on the chart
 - I did reference the legend on probably 3-4 of the symbol questions just to be more confident in my answer until he finally made the comment that I should not have to look up so many of the symbols. After that I quit referencing the legend.
 - We spent a significant amount of time on the sectional chart. We spent more time on the sectional than any other topic.
 - Finally, I was asked to calculate a weight and balance problem (related to the cross country plan). The request was to figure out the configuration of the airplane and determine the maximum range.
 - Pilot is 170 lbs, two passengers are 190 lbs and 180 lbs
 - Use all the appropriate charts from the POH and the information used for the cross country plan to figure out the configuration, and determine the following:
 - The proper position for each passenger
 - How much fuel can be carried - with the intent to carry the maximum possible
 - The maximum range given the configuration
 - The take off roll (short field)

- The landing distance over 50' obstacle

Practical Test (flight)

- Cross Country: The initial take off was a normal take off. We headed toward my first waypoint on my cross country plan. However, we did not even get to the waypoint, when he stopped the cross country portion of the flight. We then went right into maneuvers.
- Maneuvers
 - Two steep turns (one to the left and the other to the right), one after the other
 - Power off stall
 - Power on stall
 - Slow flight
 - This was very brief. I performed a turn and maintained altitude. Then, I recovered from slow flight.
 - Instrument flight (under hood)
 - This again was very brief. I only had to maintain level flight and heading
 - Then we moved into recover from unusual attitude
 - Unusual attitude
 - One under hood and one without hood
 - We moved flight from the second unusual attitude to simulated engine out
 - Simulated engine out
 - I trimmed for 65kts, headed for the field I picked out, and went through trouble shooting and checklist
 - I used a forward slip to lose altitude to make the field
 - I then performed a go around
 - We did not go below 1,000'
- We immediately headed back to OKK for take off and landings
 - Normal landing
 - Soft field takeoff
 - Soft field landing
 - Short field takeoff
 - Short field landing
 - On final, he asked me to make the touchdown point on the second center stripe

- I wonder if he made this easy on me, because I had been touching down on about the second stripe on the previous landings
- So, I did not make any changes and touched down right on, or just past the second stripe as requested
- That ended the checkride. He said "I have seen all that I needed to see". And we headed back to the FBO.