

STAGE CHECKS – expected completion standards

The purpose of this document is to help CFIs and students prepare for the stage checks, understand what is expected, and ensure all the completion tasks are indeed completed.

Stage Checks:

1/ People learning to fly (Sport, Recreational and Private Pilot students): All students will have the following stage checks with the Chief or Asst Chief pilot:

- i) After airwork, ready to start pattern work
- ii) Ready for first solo
- iii) Ready for checkride

Completion Standards:

Stage i) Ready to start patternwork:

Logged training in logbook on items listed below
Training log in office is completed
Airplane checkout sheet completed, reviewed and signed off by CFI
Paperwork complete – TSA, ID or US Passport, Pilot info, Renters agreement
Knows and understands airplane systems
Can discuss emergencies and malfunctions
Performs checklists without prompting
Knows where oil is found, when and how to add oil, how to fuel, how to clean windshield
Can preflight, start, taxi, runup without intervention
Understands and uses mixture control properly
Can talk on the radio
Airmanship: including - Scans for traffic, right of way rules, consideration for others, gentle with equipment
Maneuvers performed to PTS criteria
(altitude $\pm 100'$, heading $\pm 10^\circ$, bank angle $\pm 10^\circ$, airspeed $\pm 10\text{mph}$)
Knowledge of maneuvers per the PTS – should not need to have them explained:
4 fundamentals
Climbing and descending turns at different power settings
Uses and understands carb heat
Steep turns
Slow flight
Power off and power on stalls – straight ahead
Demonstrated stalls – logged in logbook, do not need to perform
Ground reference maneuvers:
– rectangular course, circles round a point, S turns across a road
Simulated engine failure – restart checklist, power off glide
After landing checklist, taxi home without intervention
Shutdown and postflight checklists
Knows how to fill in flight record and flight tag

Stage ii) Ready for solo:

- Airplane checkout sheet completed, reviewed and signed off by CFI (double check)
- Pre solo written test completed, reviewed and signed off by CFI
- Logged training in logbook on items listed in FAR61.87(d)
- Training log in office is completed
- Paperwork complete – TSA, ID or US Passport, Pilot info, Renters agreement
- Has logbook solo endorsement
- Has valid Student Pilot Certificate – copy on file
- Has solo endorsement on Student Pilot Certificate
- Has valid Medical Certificate (if required) – copy on file
- If Sport Pilot – has radio communications endorsement
- Understands and can explain solo limitations, including
 - weather minimums
 - 90 day validity
 - Cannot go anywhere else without further training and endorsement
- Knows and can do everything in Stage i)
- Knows how to obtain weather briefing and understand what it means
- Understands and can discuss spins, including likely scenarios and recovery from a spin
- Is able to fly complete pattern including takeoff and landing without intervention
- Keeps airplane going straight and on centerline during takeoff run
- Can and will abort a takeoff if any problems arise, including low rpm.
- Lifts off properly – not too early or too late
- Climbs at $V_y \pm 5\text{mph}$ – understands attitude controls airspeed in climb or descent
- Corrects for wind drift
- Maintains pattern altitude $\pm 50'$, 2000-2200rpm
- Descends power off at 65-70mph
 - understands slower when lighter faster when heavier, but attitude the same
 - understands notion of best glide
- Clears engine on base
- Uses power in a timely manner if getting too low
- Uses forward slip in a timely manner when too high, can slip either way when needed
- Keeps airplane aligned with centerline
- Able to compensate for minor crosswinds (5kts)
- Flares at appropriate height
- Holds off airplane so it touches in slightly higher attitude than when taxi
- Lands within designated 400' area
- Puts and keeps stick full back after touchdown
- Rolls out straight and on centerline
- No braking till clearly down and full weight on wheels
- Knows causes and how to recover from tailwheel (or nosewheel) shimmy
- Knows to go around from a balloon or bounce
- Slows down to taxi speed before turning off runway
- Stops to complete after landing checklist
- Can repeat it at least three times, full stop and taxiback
 - at least one abandoned takeoff
 - at least one landing after simulated engine failure
 - at least one go around
 - there will be simulated wind gusts
 - if airplane has flaps, at least one no-flap landing

Stage iii) Ready for checkride:

Knows and can do everything in Stages i) and ii)

Knowledge test passed at least 85%

- double check name on knowledge test against pilot certificate, must be same

CFI reviewed knowledge test results and endorsed logbook.

Paperwork complete in files

Training log in office is completed

Has all flight experience requirements for certificate sought and can show where they are logged

Has all the **ground and flight** training logged per

FAR61.107 Private Pilot

FAR61.98 Recreational Pilot

FAR61.311 Sport Pilot

Has required endorsements for checkride

Knows and can discuss privileges and limitations of certificate sought

Knows all the endorsements needed for checkride and for adding different aircraft Privileges

Knows currency requirements (flight review, passenger carrying, night)

Knows Amelia Reid Aviation flight rules and currency requirements

Knows the material that will be examined on oral portion of practical test

Knows what may be examined on flight portion

Performs all the maneuvers in PTS to 50% better standards – e.g. when PTS says 10kts we expect 5kts maximum deviation