

# STAGE CHECK I

Stage checks are designed to help you prepare for the checkride environment and offer another perspective to make you a well-rounded pilot. To prepare for each stage check, please use this document and *AeroDynamic's Private Pilot Maneuvers Guide* (Cessna or Tailwheel version). Prior to advancing to each phase of training – pattern work, solo or checkride – the prior stage check must be signed off as satisfactory. When your CFI thinks you are ready, they will contact the office to schedule you for a stage check.

## STAGE I

This stage check is designed to verify the student has command of the airplane through all flight maneuvers before they are brought into the pattern to practice takeoffs and landings.

### DOCUMENTATION

- |                                                              |                                                                          |
|--------------------------------------------------------------|--------------------------------------------------------------------------|
| <input type="checkbox"/> Passport or photo ID                | <input type="checkbox"/> Renter's Agreement                              |
| <input type="checkbox"/> Student pilot certificate           | <input type="checkbox"/> Renter's Insurance                              |
| <input type="checkbox"/> Medical certificate (if applicable) | <input type="checkbox"/> Logbook entries for ground and flight maneuvers |
| <input type="checkbox"/> TSA approval for foreign students   |                                                                          |

### GROUND

Each Stage Check will begin with a Ground portion, which must also be satisfactory to advance to the next phase of training. Make sure you are receiving and logging ground instruction throughout your training.

The ground portion of Stage I will include the items listed below.

- Airplane Flying Handbook chapters 1 through 6, 9, 13, and 16
- Pilot's Handbook of Aeronautical Knowledge
- Federal Aviation Regulations part 61 for student and private pilots
- Federal Aviation Regulations part 91 for VFR operations
- Airman Certification Standards (ACS)

### GRADING

Our grading system is designed for the learner, meaning we grade based on where you are at in your training, not how 'well' you are doing. The stage check instructor will make a checkmark in the appropriate column for each area covered and notes regarding their observations.

Practice = Student practiced the item with instructor assistance.

Perform = Student performed the item with minimal to no instructor assistance.

To ACS = Student performed the item to the airman certification standard with little to no instructor assistance or guidance.

You must receive "Perform" or "At ACS," as applicable, for each item to pass a stage check. For any areas not at this level, your instructor will complete additional training and another stage check may be done on any areas needing extra focus.

Student \_\_\_\_\_

Aircraft \_\_\_\_\_

STAGE CHECK I

Date \_\_\_\_\_

Schedule: 1.0 hour ground & 1.5 hour flight

Completion Standards: Airwork shall be consistent with AeroDynamic's Maneuvers Guide. Students should require minimal to no assistance for setup and performance of flight tasks. Students must demonstrate positive aircraft control during all phases.

Ground:

- Basic airplane systems
- Aerodynamic principles
- Weather sources
- Communication & ATC
- Preflight & Airworthiness
- Federal Aviation Regulations

Flight

Items	Practice	Perform
Preflight Inspection		
Fueling & Servicing		
Checklist Usage		
Start, Taxi & Runup		
Radio Communication		
Takeoff (Normal & Crosswind)		
Straight & Level, Climbs, Descents & Turns		
Use of Mixture During Every Phase of Flight		
Set up & Recovery of Maneuvers		
Ground Reference Maneuvers		
Steep Turns		
Slow Flight		
Power-off Stalls		
Power-on Stalls		
Stall Recovery		
Emergency Procedures		
Return to Airfield		
Postflight Procedures		

Ground time logged: \_\_\_\_\_ hrs

Flight time logged: \_\_\_\_\_ hrs

Chief Instructor's Notes

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Signature

Upon instructor's discretion,  
Approved for Pattern Work: Yes No

# STAGE CHECK II

This stage check is designed to verify you have command of the airplane through all flight maneuvers, and pattern work, approached and landings are safe and consistent to ensure you are ready for solo. The first supervised solo will be conducted after the stage check and when your instructor deems you are ready.

## DOCUMENTATION

- Passport or photo ID
- Student pilot certificate
- Medical certificate (if applicable)
- Airplane checkout sheet reviewed and signed by CFI
- Pre-Solo test reviewed and signed by CFI
- Logbook training entries on items listed in FAR §61.87(d)
- TSA approval for foreign students
- Renter's Agreement
- Renter's Insurance

NOTE: Once you have been endorsed for solo, please make sure the office has an updated copy of your logbook solo endorsements

- Pre-Solo written exam endorsement in logbook §61.87(b)
- Pre-Solo flight training endorsement per FAR §61.89(c), (d) and (n)
- Tailwheel endorsement, if applicable, per FAR §61.31(i)

## GROUND

- Federal Aviation Regulations (FAR) part 61 for **student solo limitations**
- Federal Aviation Regulations (FAR) part 91 for VFR operations
- Airplane Flying Handbook chapters 4, 5, 7, 8, 13, and 16
- Pilot's Handbook of Aeronautical Knowledge
- Aeronautical Information Manual
  - Runway signs and markings
  - Airspace
  - Airport operations
  - Radio communications
  - Emergency procedures
  - Safety of Flight: night, meteorology, wake turbulence, accident reporting
  - Aeromedical: definition of night, illusions, IMSAFE
- POH/AFM for limitations, performance, weight & balance, and systems
- Airworthiness requirements for pilot and aircraft
- Aircraft logbooks
  - Annual (FAR §91.409)
  - 100 hour (FAR §91.409)
  - Transponder (FAR §91.413)
  - ELT (FAR §91.207)
  - Airworthiness Directives (ADs)
- Aeronautical decision making (ADM)

Student \_\_\_\_\_

Aircraft \_\_\_\_\_

STAGE CHECK II – Pre-solo

Date \_\_\_\_\_

Schedule: 1.0 hour ground & 1.5 hour flight

Completion Standards: Airwork shall be consistent with Airman Certification Standards (ACS). Traffic pattern, approaches and landings must be stabilized, controlled, and consistent. Go-arounds are initiated promptly with little to no assistance or guidance.

Ground:

- FAR §91.103
- Pilot-in-command responsibilities
- Airworthiness requirements
- Local practice areas & airspace
- Solo limitations & policies
- Weather (METAR, TAF, xwind)
- Performance
- Weight & Balance
- Aircraft checkout sheet
- Pre-solo written test review

Flight

Items	Perform	To ACS
Preflight Inspection, Fueling & Servicing		
Checklist Usage		
Start, Taxi & Runup		
Radio Communication		
Normal & Crosswind Takeoffs		
Straight & Level, Climbs, Descents & Turns		
Use of Mixture, Setup & Recovery from Maneuvers		
Slow Flight, Stalls & Recoveries		
Forward and SideSlips		
Emergency Procedures		
Return to Airfield		
Collision, Windshear & Wake Turbulence Avoidance		
Normal/Crosswind Approach & Landing		
Wheel Landing (tailwheel only)		
No-flap Approach & Landing (if applicable)		
Go-Around and/or Aborted Takeoff		
Postflight Procedures		

Ground time logged: \_\_\_\_\_ hrs

Flight time logged: \_\_\_\_\_ hrs

Chief Instructor's Notes

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Signature

Upon instructor's discretion & endorsement,  
Approved for Solo:    Yes        No

# STAGE CHECK III

## Mock Checkride

This stage check will simulate an actual checkride. All maneuvers, pattern work, and landings must exceed Airman Certification Standards to pass the stage check and schedule your checkride. Checkrides will not be scheduled until Stage III is complete.

Once your instructor believes you are ready, they will contact the office to schedule this final stage check. You should then contact the stage check instructor for homework assignments including flight plan instructions and weight & balance details.

### GROUND

The ground portion of Stage III Mock Checkride will include all subject areas of the ACS.

### DOCUMENTATION (verify name, address, and expiration dates)

- Passport or photo ID
- Student pilot certificate
- Medical certificate (if applicable)
- FAA Knowledge Test
- IACRA application

### LOGBOOK VERIFICATION

- Total** Flight Time 40 hours
- Dual** ASEL 20 hours
  - Cross-Country Instruction 3 hours
  - Night including xc of >100 nm total distance 3 hours
  - Night Takeoffs & Landings 10 full stop
  - Instrument Instruction 3 hours
  - Checkride Prep within preceding 2 calendar months 3 hours
- Solo** ASEL 10 hours
  - Solo full-stop landings at a controlled field 3
  - Solo Cross-Countries (>50 nm from original departure) 5 hours
    - one long cross-country of 150 nm total distance w/3 points of landing

### ENDORSEMENTS

- All ground & flight training logged and signed by CFI
- Pre-solo aeronautical knowledge test §61.87(b)
- Pre-solo flight training §61.87(c)(d)(n)
- Additional 90-day solo §61.87(p)
- Initial solo cross-country flight §61.93(c)(1)(2)
- Each solo cross-country flight §61.93(c)(3)
- Aeronautical knowledge test §61.35(a)(1), §61.103(d), and §61.105
- Practical test §61.103(f), §61.107(b), and §61.109
- Practical test §61.39(a)(6)(i, ii, iii)
- PIC Tailwheel §61.31(i), if applicable

Student \_\_\_\_\_

Aircraft \_\_\_\_\_

STAGE CHECK III – Mock Checkride

Date \_\_\_\_\_

Schedule: 3.0 hours ground & 2.5 hours flight

Completion Standards: Student must exceed the Airman Certification Standards.

Ground:

- Pilot Qualification
- Airworthiness
- Weather
- XC Flight Planning
- Airspace
- Lost Procedures
- Perf & Limitations
- Systems
- Night Operations
- Human Factors
- Spin Awareness
- Emergencies

Flight

Items	Perform	To ACS
Preflight Assessment		
Cockpit Management		
Engine Starting, Taxiing & Before Takeoff Check		
Communications & Light Gun Signals		
Normal or Crosswind Takeoffs & Landings		
Short-field Takeoff & Landing		
Soft-field Takeoff & Landing		
Wheel Landing (tailwheel only)		
Forward Slip to a Landing		
Go-Around/Rejected Landing		
Setup and Recovery from Maneuvers		
Straight & Level, Climbs, Descents & Turns		
Steep Turns		
Ground Reference Maneuvers		
Pilotage & Dead Reckoning		
Navigation Systems & Radar Services		
Diversion		
Slow Flight		
Power-Off Stalls		
Power-On Stalls		
Basic Instrument Flying & Unusual Attitudes		
Emergency Operations		
After Landing, Parking & Securing		

Ground time logged: \_\_\_\_\_ hrs

Flight time logged: \_\_\_\_\_ hrs

Chief Instructor's Notes

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Signature

Upon instructor's discretion & endorsement,  
Approved for Checkride:      Yes      No