

CFII Gouge

DPE expected applicant to come with plan of action and to “steer the ship” based on the tasks listed as required in the PTS.

Oral:

DPE reviewed signoffs, endorsements, and determined whether applicant was qualified for the check ride.

Navigation/systems and equipment:

I discussed the pitot static system, how each instrument worked, as well as system errors that can occur during icing encounters. We also discussed the alternate static port.

I discussed the vacuum system and the gyroscopic theories about how the vacuum systems work.

If you are flying an aircraft equipped with the G5, be prepared to discuss how it gets its information/how it operates.

I recommend reviewing this manual: https://static.garmin.com/pumac/190-01112-12_A.pdf

Manual Cliff Notes: Attitude information: Inertial sensors, Speed information: GPS, Magnetic heading information: Magnetometer located elsewhere on the aircraft away from magnetic disturbance. Will it still run if you have complete electric failure? -Backup battery gives you approximately 15 minutes of power.

-Does the G5 experience reverse sensing?

-How is the turn coordinator powered?

Finally, I discussed the ILS system concepts of operation. (I listed out and talked about the three parts)

-Does the localizer transmit multiple radials or just one? Will it still work if you have the obs selecting the incorrect course?

-Is the aircraft we are flying with today equipped with marker beacons? Where is each marker beacon located and where should our aircraft be positioned at each one?

-How wide is the localizer course compared to a VOR?

Cross-country flight planning:

*Again DPE expected applicant to run the check ride, so I had come prepared with a cross-country flight plan completed and covered this required area by discussing my flight planning process.

How did you select your route? Where are preferred routes published/how do you find them? - DPE had me actually pull up chart supplement and show that the two airports that I had

selected did not have a published preferred route. After preferred routes, choose commonly cleared routes by ATC.

I talked through the cross-country flight plan in logical order (checking for ODP's/SIDS), walked him along my route and discussed altitude selection.

-At this point I used this opportunity to discuss lost comms and what you would do if you were at a certain point along the route/on your clearance what you would do if you were to lose communications.

I provided a couple mock scenarios and talked through each with the examiner putting him in the scenario of being the student. This covers the adherence to ATC clearances requirement as well as the lost communications task. (As well as demonstrating instructional knowledge)

-When you are required to file an alternate? -I also discussed standard and nonstandard alternate minimums.

We then pulled up the approach plates for my arrival and alternate airports. He asked to walk him through flying that approach step by step, (put yourself in the airplane and chair-fly as you explain what to do)

-Think WIRED checklist (weather, instruments set, radios set, en-route briefing (approach briefing), Descent checklist.

-Explain what would be happening if you would be getting radar vectoring, or if you were flying the full approach which fix you would fly to **-talk about step down fixes and the difference between cross at, at or above, or at or below step down fixes. (altitude with the line either above or below the number.**

-Know your approach category speeds and circling distances.

Why do faster airplanes have higher minimums? -Need more reaction time.

He gave a what would you do in this situation (you're flying a malibu instead of a Cherokee, so your speed is a bit higher/why might you want to increase the visibility requirement?) -Going back to the giving yourself more reaction time discussion.

-Know difference between DH, DA. DA-MSL, DH- AGL.

After the cross-country discussion, we talked about the endorsements required for the IFR Check ride. There are 3 -he was happy with me just pulling out AC 61-65H.

Where can you find the tasks required to complete an IPC? -They are listed in the table in the ACS.

Can you complete a full IPC in a flight simulator?

What can't you complete in the flight simulator?

Where do you find what maneuvers can be logged in said certified flight simulator? -Certificate on the wall that the simulator must have displayed.

What is the difference between a BATD and an AATD?

What are the requirements to get an instrument rating?

-Of those requirements how much can be logged in a flight simulator?

*FAR Part 61 is your friend for this part of the check ride.

Flight:

Departed airport to the practice area.

Unusual attitudes, he upset the aircraft and had me teach how to recover.

Steep turns under the hood -I flew and instructed how to complete these under the hood.

ILS 30 KLVN, published missed/hold.

15 DME arc FCM

VOR 36 partial panel (G5 off and attitude indicator covered), circle to land 10R KFCM.

A couple things he touched on during the flight:

-He flew the ILS approach and had me instruct, demonstrating how students can get frustrated/overwhelmed when you get closer to minimums as the sensitivity increases.

-How might you show your student how far 1.5 looks like as you are flying a circling approach? -He talked about a runway rule of thumb

-He touched on minute to live rule (your descent rate in fpm should never exceed your current altitude).