



Private Pilot Syllabus

For use with the Shelton Flight Club

Jeff Poland, CFI

PRIVATE PILOT SYLLABUS

Pilot-In-Training Information Sheet

Pilot-in-Training Name: _____

Address: _____

City: _____ State: _____ Zip: _____

E-Mail: _____

Date Training Started: _____ Date Training Completed: _____

Prior Training? Y N // If so, number of hours: _____

Pre-Training Citizenship Confirmed Via:

Type	Number	Signature
Valid, unexpired passport		
Birth certificate	N/A	
Photo ID, govt issued		
Certificate of Citizenship	N/A	
Photo ID, govt issued		
Certificate of Citizenship	N/A	
Photo ID, govt issued		

Student Pilot Certificate Number: _____

Medical Class: I II III Date: ____/____/20____

Pre-Solo Written Passed On: ____/____/20____ Score: _____

Corrected to 100% by: _____

Pre-Solo Check Completed:

Date: ____/____/20____ by: _____

Initial Solo Endorsement: ____/____/20____ by: _____

Additional Solo Endorsement: ____/____/20____ by: _____

Additional Solo Endorsement: ____/____/20____ by: _____

Additional Solo Endorsement: ____/____/20____ by: _____

Written Passed On: ____/____/20____

Checkride Endorsement: ____/____/20____ by: _____

Table of Contents

Introduction	ii
Program Overview	ii
Grading Process	iii
Grading Rubric	iii
Expectations	iv
Pre-flight:	iv
In-flight:	iv
At all times:	v
Instructor notes.....	Error! Bookmark not defined.
.....	1
Stage 1 – Pre-Solo and Solo	1
Lesson 1-1	2
Lesson 1-1 – Learning Objectives Table	3
Lesson 1-2	4
Lesson 1-2 – Learning Objectives Table	5
Lesson 1-3	6
Lesson 1-3 – Learning Objectives Table	7
Lesson 1-4	8
Lesson 1-4 – Learning Objectives Table	9
Lesson 1-5	10
Lesson 1-5 – Learning Objectives Table	11
Lesson 1-6	12
Lesson 1-6 – Learning Objectives Table	13
Lesson 1-7 (Initial Presolo Stage Check)	14
Lesson 1-7 – Learning Objectives Table	15
Lesson 1-8 (Final Presolo Stage Check)	16
Lesson 1-8 – Learning Objectives Table	17
Lesson 1-9 (Initial solo)	18
Lesson 1-9 – Learning Objectives Table	19
.....	20
Stage 2 – Cross Country	22
Lesson 2-1	23
Lesson 2-1 – Learning Objectives Table	24
Lesson 2-2	25

PRIVATE PILOT SYLLABUS

Lesson 2-2 – Learning Objectives Table	26
Lesson 2-3.....	27
Lesson 2-3 – Learning Objectives Table	28
Lesson 2-4.....	29
Lesson 2-4 – Learning Objectives Table	30
Lesson 2-5.....	31
Lesson 2-5 – Learning Objectives Table	32
Lesson 2-6.....	33
Lesson 2-6 – Learning Objectives Table	34
Lesson 2-7.....	35
Lesson 2-7 – Learning Objectives Table	36
Lesson 2-8.....	37
Lesson 2-8 – Learning Objectives Table	38
Lesson 2-9.....	39
Lesson 2-9 – Learning Objectives Table	40
.....	41
Stage 3 – Checkride Preparation	42
Lesson 3-1.....	43
Lesson 3-1 – List of tasks and standards.....	44
Lesson 3-2.....	45
Lesson 3-2 – List of tasks and standards.....	Error! Bookmark not defined.

Introduction

Thank you for considering me to be your flight instructor! You are about to enter into the fascinating world of aviation by becoming a private pilot. Selecting a flight school or flight instructor is not an easy task, nor should it be taken lightly. It is imperative that you pick a school or instructor that fits your learning style and personality, and one who makes you feel comfortable and safe at all times.

Please read through this syllabus carefully. It not only provides a clear explanation of how we hope to progress throughout your lessons, but also provides a useful place for you to document your growth. Bring your syllabus to each and every lesson, as we will use it to track your progress. You will be referred to throughout the syllabus as the *pilot-in-training*, not a student pilot. All that a private pilot certificate grants you is a license to learn independently – **all pilots are students!**

Program Overview

My program uses approximately 20 lessons (an average of 30 flights to complete) and 3 stages to teach all of the fundamentals required. It is important to note that one lesson does not necessarily correspond to a flight. For example, rarely can you meet the performance standards on all maneuvers identified for a given lesson in just one flight. Just because you are only required 40 hours does not mean you will only need 40 hours. Quite often, pilots-in-training take longer. I am not going to delay your checkride endorsement for arbitrary reasons, but I won't rush you through and put you in a potentially unsafe situation. You should plan for a minimum of 50 to 60 hours logged before your checkride. Also, I will put you through training above the FAA minimums to make sure that you are safe after you graduate.

Also, unlike other courses you may have taken, we have the freedom, under 14 CFR part 61, to “skip around” and do lessons out of order for any reason, such as weather or equipment limitations. This is most applicable during the second, cross country phase. Regardless of the lesson, you will be responsible for making yourself familiar with the concepts prior to the flight. This enhances your ability to learn during the lesson.

While I do not require a specific ground school, either on-line or in person, it is helpful if you have completed the portion of the course that deals with what we are covering during that lesson. You may either complete the entirety of your ground school prior to starting flight training or attempt to complete it while we are training. There are advantages and disadvantages to each method, and I would highly encourage you to reach out to me to discuss those. I have found that a number of people prefer the Sporty's online courses, and, as such, have included references to those lessons in the preflight preparation section. Remember that these are the minimum you need to have done in order to get the most out of a given lesson – if you prefer to watch a few lessons ahead, even better!

While certain lessons are listed as ground, flight, or ground/flight, there will always be a ground component before and after each lesson. This allows time for briefing and debriefing of the required actions and standards. When new maneuvers are introduced, plan to be exposed to them at length prior to trying them in the air. This means that as we progress to new lessons there will often be a fairly significant ground component

beforehand. The best way to reduce the amount of time on the ground before flight is to review thoroughly, be prepared, and come ready with questions.

Grading Process

This syllabus was designed with the idea of *learner centered grading*. This allows you, the pilot in training, to actively assess your progress and begin to develop the habit of giving yourself honest feedback after each and every flight – a habit that I hope continues well after you get your initial private pilot certificate.

For each lesson described in the syllabus, a table with a number of tasks will be presented. These tasks are divided into two groups – maneuvers and SRM, or *single pilot resource management* tasks. Maneuvers are tasks like takeoffs, landings, turns, and stalls. SRM tasks are sets of good behaviors that I hope to teach you from day one. These include things like risk management, weather evaluation, and trip planning.

After each lesson, you will assign yourself a grade for each task. I will also assign you a grade, and together we can discuss what went well and what we need to work on, as well as highlight the highs and lows of the flight. Once we agree that you have met the standard, we will mark down that date in your syllabus.

Below is a table which shows what each grade means. They are probably very different than any grade you have received before – this is intentional! I don't expect you to perform perfectly each and every time. Every pilot, on every flight, wishes that the landing was just a little better, or regrets that they didn't try a new altitude to avoid turbulence. I do not expect perfection, but I do care that you are able to catch – **and rapidly correct** – the errors that you invariably will make. When you reach that stage with all of the required tasks per the *practical test standards* (the document of minimum standards that a private pilot is required to perform proficiently to be granted a private pilot certificate), then you will be ready for your checkride.

Grading Rubric

GRADE	MANUEVER EXPLANATION
DESCRIBE	At the completion of the scenario, the pilot-in-training will be able to describe the physical characteristics and cognitive elements of the scenario activities. <i>Significant instructor assistance is required to successfully execute the maneuver.</i>
EXPLAIN	At the completion of the scenario the pilot-in-training will be able to describe the scenario activity and understand the underlying concepts, principles, and procedures that comprise the activity. <i>Significant instructor assistance is required to successfully execute the maneuver.</i>
PRACTICE	At the completion of the scenario the pilot-in-training will be able to plan and execute the scenario. <i>Coaching, instruction, and/or assistance from the CFI will correct deviations and errors identified by the CFI. For solo flights, you accomplished the maneuver, but without meeting the standards set forth in the lesson or ACS if not specified.</i>
PERFORM	At the completion of the scenario, the pilot-in-training will be able to perform the activity without assistance from the CFI. <i>Errors and deviations will be identified and corrected by the pilot-in-training in</i>

	<i>an expeditious manner. At no time will the successful completion of the activity be in doubt.</i>
NOT OBSERVED	Not accomplished or required.

GRADE	SRM EXPLANATION
EXPLAIN	The pilot-in-training can verbally identify, describe, and understand the risks inherent in the flight scenario. <i>The pilot in training will need to be prompted to identify risks and make decisions.</i>
PRACTICE	The pilot-in-training is able to identify, understand, and apply SRM principles to the actual flight situation. <i>Coaching, instruction, and/or assistance from the CFI will quickly correct minor deviations and errors identified by the CFI (or PIT if solo flight). The pilot in training will be an active decision maker.</i>
MANAGE/DECIDE	The pilot-in-training can correctly gather the most important data available both within and outside the cockpit, identify possible courses of action, evaluate the risk inherent in each course of action, and make the appropriate decision. <i>Instructor intervention is not required for the safe completion of the flight.</i>
NOT OBSERVED	Not accomplished or required.

Expectations

Pre-flight:

The most up to date scheduling policies and procedures can be found online.

It is expected that the pilot-in-training complete the tasks assigned by the instructor prior to showing up for a scheduled lesson.

It is expected that the pilot-in-training make themselves familiar with all of the information concerning that flight, as required by 14 CFR 91.103, as well as required to make the flight safely.

It is expected that the pilot-in-training be an active member in the decision-making process throughout all phases of flight. Initially, the instructor will supply a great deal of input, but as time progresses, the pilot-in-training will be increasingly responsible for decisions.

It is expected that once a student has received his or her solo endorsement, they receive approval for flight that day by a CFI. Although weather limitations will be specified within each solo endorsement, you **MUST** receive verbal (or text message) authorization from a club CFI, even for local flight.

It is expected that you show up ready to learn – this means well-rested, not ill, and not under the influence of medications.

In-flight:

Checklists will be used at all times.

There will be a positive, verbal, three-way exchange of controls at all times. For example:

CFI: “Your airplane” or “You have control.”

PIT: “My airplane” or “I have control.”

CFI: “You have the airplane” or “Your controls.”

If I state, “my airplane,” you are to remove your hands and feet from the controls **immediately**, and state “your airplane.” I will specify if I want you to follow along with my movements so that you can feel what I am doing, either before I take control, or encourage you to follow along after.

If weight and balance allow, friends and family are welcome, at the student’s request, to come along on most lessons.

At all times:

Safety first! Slow down and think through all actions. Cancelling or waiting in the name of safety will never be criticized.

It is expected that you come prepared to fly (do the required reading and video watching if applicable). If, during our preflight briefing, it is determined that you do not have the knowledge required to begin learning the maneuvers in the air, as much flight time as needed will be replaced with ground instruction time.

I will provide you with an environment that is free from harassment, fosters positive learning, and above all, is FUN!

There will be no discrimination for any reason. All feedback given is meant to be constructive in nature. Should you feel you were treated harshly or unfairly, please speak to me about it.

The pilot-in-training/CFI relationship can be severed at any time, by either party, for any reason. Just because you start with me, doesn’t mean you have to finish with me. Also, just because you have finished with me doesn’t mean I don’t still want to fly with you!

PRIVATE PILOT SYLLABUS



Stage 1 – Pre-Solo and Solo

This section teaches you the basics of flying, beginning with preflight actions, progressing through taxi, standard take-off and landing, basic flight maneuvers, and emergency operations. Once you have consistently reached the “perform” and “manage/decide” levels for each required task under 14 CFR 61.87(c) and (d), you will be granted a solo endorsement! This allows you to fly the aircraft without an instructor present, with limitations. That is the first major milestone on your pilot journey!

Stage Objective:

The PIT will become familiar with the training aircraft, and learn how control inputs are used to attain and maintain a given flight attitude. The PIT will gain the proficiency necessary to solo the training aircraft in the traffic pattern and practice area.

Stage Completion Standards:

At the completion of this stage, the PIT will have demonstrated to the *perform* standard all maneuvers required for solo flight, as well as completed a solo flight in the traffic pattern.

Lesson 1-1

Type: Ground/flight

Approximate flight time: 1.5 hours

Scenario: You are a student pilot beginning your training to become a private pilot. You are excited and eager to get up in the air, but this morning you woke up with what you think is the start of a sinus infection.

Preparation:

- 1) Read the first portion of the syllabus.
- 2) Familiarize yourself with aircraft control surfaces, the 4 forces of flight, and the six basic flight instruments.
- 3) Read airworthiness requirements
- 4) Familiarize yourself with the aircraft's engine
- 5) Obtain current weather (METAR) for Shelton-Sanderson, KSHN
- 6) Sporty's videos 1-1 through 1-13

Objective:

The purpose of this lesson is to provide the Pilot in Training with an overview of the Private Pilot Course (Airplane), scenario based training, learner centered grading, and single pilot resource management.

This lesson will also include discussions on the use and understanding of the Private Pilot Certificate and Private Pilot Airplane Practical Test Standards and the Safety Policies and Procedures. We will also touch on operations at controlled and uncontrolled airfields and the very basics of radio communication.

Completion Standards:

This lesson is complete when the pilot-in-training (PIT) is able to meet the desired outcomes listed in the learning objectives table below, the PIT will understand the basic outline of the course, their role as a PIT, understand learner-centered grading, understands the concept of single-pilot resource management, understands the importance of safety, understands and implements the IMSAFE checklist, can name the basic parts of the aircraft, understands flight line procedures, understands fueling procedures, and understands preflight and postflight procedures.

Lesson 1-1 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Understand lesson and grading format							Describe
Understand Student expectations							Describe
Describe SRM							Describe
Describe 4 forces of flight							Describe
Describe control surfaces							Describe
Describe PTS							Describe
Name Major Aircraft Sections							Explain
ARROW							Explain
Fuel Grades							Explain
Scheduling Procedures							Practice
Flight							
Interior/Exterior preflight							Explain
Use of Checklists							Explain
Engine start							Describe
Taxiing							Describe
Uncontrolled airport operations							Describe
Normal takeoff							Describe
Effect of controls							Describe
Climbing							Describe
Climbing turns							Describe
Level turns							Describe
Descent – power on							Describe
Descent – power off							Describe
Pre-landing procedures/GUMPS							Describe
Normal landings							Describe
Postflight							
Fueling and securing aircraft							Describe
Student Critique							Practice

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Personal Minimums						Practice
Risk Management						Practice
Safety (IMSAFE)						Practice
Weather Evaluation						Explain

Lesson 1-2

Type: Flight

Approximate flight time: 2.0

Scenario: You and a friend want to catch a baseball game at Cheney Stadium in Tacoma. You plan to land at the Tacoma Narrows (KTIW) airport 2 hours prior to game start so you can meet another friend for lunch at The Hub on the airport.

Preparation:

- 1) Become familiar with radio procedures for uncontrolled and controlled airports
- 2) Become familiar with the 4 “legs” of the traffic pattern.
- 3) Memorize “V-Speeds” for the PA28-140, and know what they mean.
- 4) Practice checklists.
- 5) Research requirements for passenger briefing and seatbelt use.
- 6) Obtain METAR for KSHN and KTIW, obtain TAF for KTIW.
- 7) Sporty’s lessons 1-14 through 1-26, 5-1

Objective:

The purpose of this lesson is to reinforce fundamentals of flight as described in the prior lesson, including safe aircraft operation, climbs, descents, straight and level flight, shallow- and medium-banked turns, and emphasize safety at all times. Additionally, the PIT will be introduced to communications at controlled airports. Considerations for safety with regard to passenger briefing, use of seatbelts, and takeoff briefing will be introduced.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. The PIT will perform all control functions, with significant assistance from the instructor expected. The PIT will complete preflight inspection using the checklist with minimal instructor input. The PIT will begin to make radio calls, with significant instructor input expected. The PIT should use trim to attain level “hands off” flight attitude with minimal instructor input. The PIT will follow along with the instructor during landing.

Lesson 1-2 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
V _r , V _y , V _x , V _s , V _{so} , V _a , V _{no} , V _{ne}							Explain
Controlled vs. uncontrolled airports							Explain
Left turning tendencies							Explain
Preflight inspection							Practice
Airworthiness requirements							Practice
Flight							
Passenger briefing							Practice
Checklist usage							Perform
Starting engine							Practice
Radio communication							Explain
Taxi							Practice
Runup							Practice
Normal takeoff							Practice
V _y climb							Explain
Cruise climb							Practice
Normal cruise							Practice
Use of trim							Practice
Turns – shallow, medium							Practice
Turns – steep							Explain
Descent – constant speed							Practice
Descent – dirty configuration							Practice
Traffic pattern entry							Explain
Flying the traffic pattern							Explain
Normal landings / touch and go							Explain
Postflight							
Fueling							Practice
Shutdown/securement							Practice
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						Practice
Safety						Practice
Collision Avoidance						Practice
Cockpit task management						Practice
Weather evaluation						Explain

Lesson 1-3

Type: Flight/ground

Approximate flight time: 2.0

Scenario: Your mother is coming in from out of town and decided to book her flight to arrive at 0800 local on a Wednesday. You don't want to deal with the ground traffic to pick her up, so you decide to pick her up from KSEA. Plan your flight, research requirements for operations inside of the Seattle class Bravo airspace, in the vicinity of large jets, and on the airport itself. (Note: this lesson is theoretical, we will not be flying into KSEA at this stage of your training).

Preparation:

- 1) Become familiar with airport markings.
- 2) Become familiar with wind direction indicators.
- 3) Familiarize yourself with these airport diagrams: KSEA, KBFI, KOLM, KSHN.
- 4) Be able to explain angle of attack.
- 5) Commit spin recovery technique (*PAVE*) to memory.
- 6) Familiarize yourself with approach and departure stalls.
- 7) Familiarize yourself with flight following and communication with approach/departure.
- 8) Sporty's videos 2-5, 2-6, 2-7, 2-9, 3-15 and 6-5

Objective:

The PIT will be introduced to slow flight, approach and departure stalls, and will further their awareness of collision prevention through reinforced scan techniques, runway incursion and hot spot avoidance, and communication with ATC for flight following services. Additionally, the PIT will continue to focus on checklist usage, SRM, taxi, takeoff, climbs (with better adherence to V_y), constant rate and steep turns, descents, traffic pattern operation, and will get more control during landing.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below, as well as demonstrate without prompting spin recovery technique (on the ground), independently handle expected checklist items, taxi independently, and display consistent coordination during shallow and medium bank turns.

Lesson 1-3 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Angle of attack							Explain
Spin recovery							Explain
Preflight inspection							Perform
Wake turbulence awareness							Practice
Flight							
Passenger briefing							Perform
Checklist usage							Perform
Starting engine							Perform
Radio communication							Practice
Taxi							Perform
Runup							Perform
Normal takeoff							Practice
V _y climb (+/- 10 knots)							Practice
Cruise climb							Practice
Normal cruise							Practice
Turns – shallow, medium							Perform
Turns – steep							Practice
Slow flight – entry							Explain
Slow flight – turns							Explain
Slow flight - recovery							Explain
Power on stalls							Explain
Power off stalls							Explain
Coordination							Perform
Traffic pattern operations							Practice
Normal landings							Practice
Postflight							
Fueling							Perform
Shutdown/securement							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						Practice
Safety						Practice
Collision Avoidance						Practice
Cockpit task management						Practice
Weather evaluation						Explain

Lesson 1-4

Type: Flight/ground

Approximate flight time: 2.0

Scenario: Your mother, impressed with your flying skills from earlier, wants you to introduce her friends 16 year old son to aviation. He is planning to go into a career in aeronautical engineering, and is extremely curious about how all of the forces work on the airplane. You want to be able to explain, in flight and on the ground, how all of the forces and control surfaces work, as well as the types of stability and performance charts.

Preparation:

- 1) Familiarize yourself with static/dynamic, positive/negative stability, ground effect, dihedral effect, load factor, and wind gusts.
- 2) Evaluate the performance charts found in the POH and be able to walk the kid through basic calculations.
- 3) Consider working with www.callsigncopilot.com to improve radio accuracy.
- 4) Reevaluate personal minimums for weather
- 5) Sporty's videos 2-1, 2-2, 2-3, 2-4, 3-18, 5-5, 6-6.

Objective:

The PIT will demonstrate an understanding of more complex aerodynamic forces, perform basic performance calculations, and improve control accuracy and fluency during all phases of flight. The PIT will continue to practice slow flight, steep turns, and stalls. Additional landing practice will be provided. The PIT will perform all radio calls at uncontrolled airports, most radio calls to flight following, and most radio calls at controlled field.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below, as well as be able to describe static and dynamic stability, the dihedral effect, load factors, and ground effect. The PIT will also be able to demonstrate basic fuel, endurance, headwind, crosswind, and other calculations. The PIT will continue to perform all maneuvers shown, with tighter tolerances (see learning objectives table).

Lesson 1-4 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Stability							Explain
Spin recovery							Explain
Ground effect							Explain
Load factor							Explain
Wind calculations							Practice
Performance calculations							Practice
Flight							
Radio calls							Practice
Vy climb +/- 10 knots							Perform
Cruise +/- 150 feet							Perform
Turns to heading: all angles							Perform
+/- 200 feet							Perform
+/- 20 knots							Perform
+/- 20 degrees							Perform
Slow flight: entry, turns, recovery							Perform
+/- 200 feet							Perform
+15/-0 knots							Perform
+/- 20 degrees							Perform
Stalls – Power on straight							Practice
Stalls – Power on 15° bank							Practice
Stalls – Power off							Practice
Traffic pattern entry and use							Perform
Approach +20/-5 knots							Perform
Normal landings							Practice
Postflight							
Fueling							Perform
Shutdown/securement							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Wake turbulence avoidance						M/D
Cockpit task management						M/D
Weather evaluation						Practice
Personal weather minimums						M/D

Lesson 1-5

Type: Flight/ground

Approximate flight time: 2.0

Scenario: You have a trip you have been planning to Coeur d'Alene with friends for the past 8 months that you are planning on going on later today. You need to figure out if the weather will make it safe to go. Practice getting AIRMETs, SIGMETs, NOTAMS, PIREPs, and look at surface analysis charts as well as radar reports to determine if the flight is feasible. Be prepared to talk with your instructor about what you have found, and either bring printouts or be prepared to show and describe the pertinent information.

Preparation:

- 1) Familiarize yourself with weather concepts, obtaining weather information, fronts, pressure, wind shear, TAFs, GFAs, prognostic charts, and weather briefings provided by flight service.
- 2) Continue practicing radio communication and understanding.
- 3) Review the difference between constant rate and constant airspeed climbs/descents
- 4) Sporty's videos 3-7, 3-8, 3-9, 3-10, 3-11, 3-12, 4-11, 4-12, 4-13, 5-10, 5-12

Objective:

The PIT will demonstrate an understanding of how to obtain and interpret weather information necessary for safe flight. The PIT will continue to demonstrate the ability to precisely control the airplane during all phases of flight and during all maneuvers we have covered so far. The PIT should be able to make most radio calls independently. The PIT should be beginning to land with less instructor input on the controls.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below, as well as demonstrate an introductory level of understanding of the weather information as described above, and how it integrates into the planning and execution phases of flight.

Lesson 1-5 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Sources of weather information							Perform
Obtaining flight service briefings							Perform
Wind shear avoidance							Practice
Chart interpretation							Practice
Flight							
Radio calls							Perform
Vy climb +/- 10 knots							Perform
Constant rate climb +/- 200 fpm							Perform
Cruise +/- 100 feet							Perform
Turns to heading: all angles							Perform
+/- 150 feet							Perform
+/- 15 knots							Perform
+/- 15 degrees							Perform
Slow flight: entry, turns, recovery							Perform
+/- 150 feet							Perform
+15/-0 knots							Perform
+/- 15 degrees							Perform
Stalls – Power on straight							Practice
Stalls – Power on 15° bank							Practice
Stalls – Power off							Practice
Constant rate descents +/-200fpm							Perform
Traffic pattern entry and use							Perform
Approach +15/-5 knots							Perform
Normal landings							Practice
Postflight							
Fueling							Perform
Shutdown/securement							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Wind shear avoidance						M/D
Cockpit task management						M/D
Weather evaluation						Practice
Personal weather minimums						M/D

Lesson 1-6

Type: Flight/ground

Approximate flight time: 2.0

Scenario: You and your dog want to go spend a relaxing weekend at the dog park on Orca's Island. As you get out to the aircraft and begin your preflight, you notice that the magnetic compass is leaking, the HSI is spinning freely, and the altimeter glass is cracked. What do you do? What if the mechanic at KSHN is out of town?

Preparation:

- 1) Familiarize yourself with aircraft systems and emergency procedures.
- 2) Read 14 CFR 91.205, 91.213 and 91.217.
- 3) Familiarize yourself with slips vs skids, and forward/side slips.
- 4) Familiarize yourself with go-around procedures.
- 5) Familiarize yourself with rejected takeoff procedures.
- 6) Familiarize yourself with crosswind landing procedures.
- 7) Familiarize yourself with unusual attitude recoveries.
- 8) Sporty's videos 3-4, 3-5, 3-6, 3-13, 3-20, 3-21, 3-22, 5-3, 5-9

Objective:

The PIT will demonstrate knowledge of procedures relating to inoperative equipment, slips, skids, side- and forward-slips, emergency procedures including rejected takeoff, engine failure, engine fire, ill passenger, and emergency landing. The PIT will take the appropriate action when confronted with simulated in-flight emergency situations. Acceptable crosswind landings will be demonstrated at KOLM. The PIT will be introduced to upset recovery and unusual attitude recovery under VFR conditions.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below, as well as demonstrate the appropriate actions to be taken with regard to inoperative equipment and in-flight emergencies. This lesson focuses on emergency management and landing practice in preparation for solo flight.

Lesson 1-6 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
91.205, 91.213 and 91.217							Practice
Special airworthiness							Explain
Crosswind taxi							Perform
Flight							
Radio calls							Perform
V _y climb +/- 10 knots							Perform
Cruise +/- 150 feet							Perform
Engine failure							Practice
Engine fire							Practice
Wing fire							Practice
Cabin smoke							Practice
Passenger illness							Practice
Forward slip							Perform
Unusual attitude recovery							Explain
Traffic pattern entry and use							Perform
Approach +15/-5 knots							Perform
Go around							Perform
Normal landings							Practice
Crosswind landings							Practice
No flap landings							Practice
Power-off 180							Practice
Postflight							
Fueling							Perform
Shutdown/securement							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Weather evaluation						Practice

Lesson 1-7 (Initial Presolo Stage Check)

Type: Flight

Approximate flight time: 2.0

Scenario: A friend of yours wants to sell a house on Harstine island. You have offered to take him up to get some pictures of his house from the air.

Preparation:

- 1) Familiarize yourself with airspace depictions and weather minimums for class A, B, C, D, E, and G airspace.
- 2) Familiarize yourself with basic attitude instrument flying.
- 3) Familiarize yourself with turns around a point, s-turns, and rectangular patterns.
- 4) Sporty's videos 3-22, 3-23, 3-24, 4-17

Objective:

The PIT will demonstrate safe flight habits and maintain positive control over the aircraft at all times, and demonstrate proficiency in all areas of flight which are required to safely perform solo flight in the local area. It will likely take more than one flight at this stage for you to meet standards.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below, as well as locate all classes of airspace on a sectional chart, state weather minimums for each class, and state entry requirements for each class. Additionally, the PIT will perform all maneuvers within +/- 10 knots, +/- 150 feet, +/- 15°, complete all landings with no instructor input, and at no point put the safety of the flight at risk. After demonstrating appropriate standards in flight, the student will take a proctored presolo written examination (see appendix 1 of the instructor version).

Lesson 1-7 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Airspace classes							Perform
Flight							
Radio calls							Perform
Vy climb +/- 10 knots							Perform
Cruise +/- 150 feet							Perform
Engine failure							Perform
Engine fire							Perform
Wing fire							Perform
Cabin smoke							Perform
Forward slip							Perform
Unusual attitude recovery - VFR							Perform
IFR straight and level							Perform
IFR 180 and vectored turns							Perform
Unusual attitude recovery – IFR							Perform
Stalls – power on							Perform
Stalls – Power off							Perform
Steep turns							Perform
Turns around a point							Practice
S-turns							Practice
Rectangular course							Perform
Traffic pattern entry and use							Perform
Approach +10/-5 knots							Perform
Go around							Perform
Normal landings							Perform
Crosswind landings							Perform
No flap landings							Perform
Power-off 180							Perform
Postflight							
Presolo written examination							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Weather evaluation						M/D

Lesson 1-8 (Final Presolo Stage Check)

Type: Stage check

Approximate flight time: 1.3 flight, approximately 1.0 prior ground.

Scenario: You are a student pilot preparing to solo an aircraft. You must pass a presolo stage check with an unfamiliar instructor prior to solo flight.

Preparation:

- 1) Ensure that you are comfortable with all information presented thus far.
- 2) Obtain all preflight information required to legally and safely conduct the flight (hint: 91.103)

Objective:

The PIT will demonstrate safe flight habits and maintain positive control over the aircraft at all times, and demonstrate proficiency in all areas of flight which are required to safely perform solo flight in the local area. Additionally, the PIT will begin to become familiar with the Checkride process.

Completion Standards:

This lesson is complete when the unfamiliar instructor feels that the PIT is capable of safely conducting solo flight in the local area. The unfamiliar instructor should test the PIT on not only flying skills, but also knowledge of the aircraft, aircraft systems, airspace, weather, and fundamental aeronautical concepts. If no unfamiliar instructor is present, this may be conducted as a single flight evaluation with the PIT's regular instructor.

OUTSIDE INSTRUCTOR:

The PIT is expected to be at the "perform" level for all tasks, meaning: At the completion of the scenario, the pilot-in-training will be able to perform the activity without assistance from the CFI. *Errors and deviations will be identified and corrected by the pilot-in-training in an expeditious manner. At no time will the successful completion of the activity be in doubt.*

Please call or email me for a postflight debrief or with any questions.

Lesson 1-8 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Basic knowledge							Perform
Preflight inspection							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Normal takeoff							Perform
Vy climb +/- 10 knots							Perform
Cruise climb/climbing turns							Perform
Cruise +/- 150 feet							Perform
Shallow, medium, steep turns							Perform
Descents, clean/dirty							Perform
Slow flight							Perform
Approach/departure stalls							Perform
Emergency procedures							Perform
Traffic pattern entry and use							Perform
Approach +10/-5 knots							Perform
Go around							Perform
Normal landings							Perform
Crosswind landings							Perform
Slip to landing							Perform
Power-off 180							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Oral and practical test results satisfactory (signed)

Lesson 1-9 (Initial solo)

Type: Flight (solo)

Approximate flight time: 0.5

Scenario: You are a student pilot about to solo for the first time! Relax and enjoy it!

Preparation:

- 1) Ensure that you are comfortable with all information presented thus far.
- 2) Ensure that you have received all of the proper logbook endorsements
- 3) Ensure that you know and understand the limitations of your solo endorsement
- 4) Ensure that you wear a t-shirt you don't really care about to your first solo.

Objective:

The PIT will, as the sole occupant of the aircraft, successfully perform all actions necessary to accumulate 3 touch and go landings and return safely.

Completion Standards:

This lesson is complete when the PIT has successfully soloed the aircraft, making 3 touch and go landings, and returned safely, using appropriate checklists and safe, standard operating procedures.

Lesson 1-9 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Normal takeoff							Perform
Vy climb +/- 10 knots to TPA							Perform
Traffic pattern							Perform
Approach +10/-5 knots							Perform
Go around (if applicable)							Perform
Normal landings							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Student critique							Perform
PIT enjoyment							Extreme

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

PRIVATE PILOT SYLLABUS



Stage 2 – Cross Country

This section introduces you to navigating to airports near and far using a variety of means, to include pilotage, dead reckoning, radio navigation aids, vectoring, and GPS. Additionally, the PIT will become proficient at diversion, lost procedures, cross country preflight and contingency planning, and maximum performance takeoffs, climbs, and landings. The PIT will continue to refine the skills and reinforce the knowledge introduced in the prior section.

Stage Objective:

The PIT will attain greater control over the training aircraft, and will become proficient at cross country planning and execution. Additionally, the PIT will be introduced to nighttime operations, and attain greater proficiency at emergency operations as it pertains to limited visibility.

Stage Completion Standards:

At the completion of this stage, the PIT will have demonstrated proficiency of all performance criteria (according to the practical test standards) required for the airplane – single engine land private pilot certificate.

Lesson 2-1

Type: Flight (dual, local)

Scenario: You, as a sucker for a great pun, want to visit a bakery called The Grateful Bread in Pacific City, OR (KPFC). You decided to invite your friend Billy Phil (210 pounds) and his dog, Philly Bill (60 pounds). Plan a cross country flight to that destination, and obtain all preflight information you think is pertinent prior to the lesson. (Note – we won't actually be flying this. Unless you want to. It is a good bakery).

Preparation:

- 1) Review navigation principles, including sectional charts, wind/wind drift, latitude and longitude, the earth's magnetism, isogonic/agonic lines, magnetic compasses, and magnetic compass errors.
- 2) Review short field and soft field takeoffs.
- 3) Review short field and soft field landings.
- 4) Review ground reference maneuvers.
- 5) Review oxygen requirements.
- 6) Sporty's videos 4-3, 4-4, 4-5, 4-6, 4-7, 4-8, 4-9, 4-10, 4-16, 5-3, 5-4, 5-5, 5-6, 5-7, 5-8

Objective:

The PIT will be introduced to maximum performance takeoffs, landings, soft field takeoffs, landings, will continue to hone landing skills, and will become more proficient at ground reference maneuvers. The PIT will perform takeoffs and landings smoothly, while maintaining good directional control.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below, as well as be able to implement all aspects of preflight planning for a cross-country trip, to include use of a plotter and E6-B.

Lesson 2-1 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Route planning							Practice
Cross country calculations							Practice
Weight and balance							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Short field takeoff							Practice
Soft field takeoff							Practice
Vy/Vx climb +/- 5 knots							Perform
Turns around a point							Perform
Rectangular pattern							Perform
S-turns							Perform
Approach +10/-5 knots							Perform
Short field landing							Practice
Touchdown +400/-0 ft							Practice
Traffic pattern							Perform
Go around							Perform
Soft field landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Lesson 2-2

Type: Flight (solo, local)

Scenario: It's been a little while since you have flown (about 4 months). One of your coworker's kids is pretty interested in aviation, and they asked you to take him up and show him around. You decide to not be rusty when you take him up, so you decide to practice on your own first. You want to review your private pilot maneuvers and do anything else that needs to be done so you can legally and safely make the flight. What do you need to accomplish?

Preparation:

- 1) Thoroughly review the weather prior to departure.
- 2) Ensure that you are prepared for your flight.
- 3) You **MUST** speak with me on that day to discuss weather and your preparation to receive authorization to fly.
- 4) Sporty's videos 4-11 through 4-19

Objective:

The PIT will conduct maneuvers in the local area to gain further proficiency. This lesson may be repeated as often as the student wants for further practice.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. This will be a solely self-graded lesson.

Lesson 2-2 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Short field takeoff							Practice
Soft field takeoff							Practice
Vy/Vx climb +/- 5 knots							Perform
Turns around a point							Perform
S-turns							Perform
Steep turns to PITS							Perform
Power-on stalls to PITS							Perform
Power-off stalls to PITS							Perform
Slow flight							Perform
Approach +10/-5 knots							Perform
Short field landing							Practice
Touchdown +400/-0 ft							Practice
Traffic pattern							Perform
Go around							Perform
Soft field landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Lesson 2-3

Type: Flight (dual, cross country)

Scenario: You've been working hard, and it's time for a reward! Find an airport with food on the field that is greater than 50 nm straight line distance from KSHN. Plan a flight to that airport using pilotage and dead reckoning, and if you get us there safely, I'll buy you lunch!

Preparation:

- 1) Plan a route as described above, selecting suitable visual checkpoints and using only paper charts to compute dead reckoning – **nothing electronic**.
- 2) Complete a flight log with the above data.
- 3) Obtain a weather briefing and file a VFR flight plan.
- 4) Review lost procedures.
- 5) Complete weight and balance for you, me (170 lbs), my flight bag (25 pounds), your best friend (ask their weight at your peril) and your dog (if you don't have a dog, I am on great terms with a 200 pound Great Dane).
- 6) Sporty's videos 5-6, 6-9 to 6-18

Objective:

The PIT will successfully plan and execute a flight to an airport greater than 50 nm from KSHN. Navigation will be accomplished via pilotage and dead reckoning. A delicious meal will be subsequently consumed. (This is a lesson that will be completed in one flight)

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. Additionally, without the use of "moving map" displays, the PIT will maintain situational awareness, defined as the ability to state an accurate (within 5 nm) position and nearest diversion airport within 1 minute of prompting. The PIT will select appropriate pattern entry and perform short/soft field landings as appropriate. The PIT will open and close their flight plan with FSS and make proper use of VFR flight following.

Lesson 2-3 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Route planning							Perform
Cross country calculations							Perform
Weight and balance							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Short field takeoff							Perform
Soft field takeoff							Perform
Vy/Vx climb +/- 5 knots							Perform
Situational awareness							Perform
FSS communication							Perform
Diversion							Practice
Approach +10/-5 knots							Perform
Short field landing							Practice
Touchdown +300/-0 ft							Practice
Traffic pattern							Perform
Go around							Perform
Soft field landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Closes flight plan							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Lesson 2-4

Type: Flight (dual, local)

Scenario: After you get your license, you fly down to CA on business, and are now coming back, but... you are having a pretty bad day. You stub your toe in the morning, your breakfast was cold, and on the flight back you discover the weather briefer wasn't exactly accurate and weather crops up underneath you to the point you cannot see the ground. Your iPad just died, you forgot the charging cable, and weather is rapidly building in front of you. What are you going to do?

Preparation:

- 1) Review lost procedures (the "4 C's")
- 2) Review VOR navigation
- 3) Review ATC emergency procedures/abilities
- 4) Research PAR approaches
- 5) Review basic attitude instrument flying and upset recovery
- 6) Watch the ASI "178 seconds to live" video
- 7) Sporty's videos 6-14 through 6-17

Objective:

The PIT will successfully describe limitations of solo cross country flight, and the hazards associated with flight without reference to the ground and over cloud layers without an instrument rating. The PIT will successfully perform, under simulated IMC, 180° level turn, straight and level flight, tracking to and from VORs, unusual attitude recognition and recovery, and a PAR approach to KGRF.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. Additionally, will hold altitudes +/- 150 feet, headings +/- 10°, select/track the appropriate radial (avoiding reverse sensing), and promptly comply with controller instructions. Recoveries will be done with proper technique and without placing excessive load factors on the aircraft.

Lesson 2-4 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
VOR operation/radials							Explain
Student pilot limitations							Perform
Hazards of flying without a horizon							Explain
Flight							
Radio calls							Perform
Taxi							Perform
Short field takeoff							Perform
Soft field takeoff							Perform
VOR tracking inbound							Perform
VOR tracking outbound							Perform
Lost procedures							Perform
Unusual attitude - VMC							Perform
Straight/level – IMC							Perform
180° turn – IMC							Perform
VOR tracking – IMC							Practice
Unusual attitude – IMC							Practice
PAR – IMC							Perform
Short field landing							Practice
Touchdown +300/-0 ft							Perform
Traffic pattern							Perform
Go around							Perform
Soft field landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Closes flight plan							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Lesson 2-5

Type: Flight (solo, long cross country)

Scenario: Select an airport that is at least 100 nm straight line distance from SHN, and plan a flight to and from it, using pilotage, dead reckoning, and VOR navigation as appropriate. Additionally, you will need to make a landing at another airport (this can be along your route, but it does not have to be). I would like to see you make at least one landing at an airport with an operating control tower.

Preparation:

- 1) Plan the flight as directed above.
- 2) Obtain a preflight weather briefing.
- 3) File a VFR flight plan
- 4) Familiarize yourself with all aspects of destination airport
- 5) Fill out a navigation log and be prepared to explain your route and preparation to me.

Objective:

The PIT will successfully describe limitations of solo cross-country flight, and successfully execute the flight as planned. The PIT will need instructor authorization and an endorsement for this flight. If the flight lasts less than 5 hours, mark the duration here: _____. You will need to complete another similar flight, with the same grading and completion standards, see your instructor for details.

Completion Standards:

This lesson is complete when the PIT successfully makes the flight as described. The PIT will self-grade the lesson and debrief the instructor upon return. The PIT may select any previously taught takeoff or landing technique to practice (you don't have to do short/soft field takeoffs/landings if you do not want to).

Lesson 2-5 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Takeoff (PIT choice)							Perform
Climb out							Perform
Activate flight plans							Perform
Obtain flight following							Perform
Level off							Perform
Cruise							Perform
Maintain situational awareness							Perform
Descend appropriately							Perform
Enter traffic pattern correctly							Perform
Landing (PIT choice)							Perform
Takeoff (PIT choice)							Perform
Proceed on course							Perform
Appropriately descend							Perform
2 nd landing (PIT choice)							Perform
2 nd TO (PIT choice)							Perform
Return							Perform
Final landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Close flight plans							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Lesson 2-6

Type: Flight (dual, local, night)

Scenario: You want to take a friend up to see what the sound looks like at night. You haven't flown after evening civil twilight in 4 months, and you don't have much night experience. You decide to take a flight to regain your currency.

Preparation:

- 1) Research night illusions and aeromedical factors associated with nighttime flight.
- 2) Review the requirements for night passenger currency.
- 3) Review the accident of N9549W (preliminary report available online) and think about the probable cause.
- 4) Be prepared to discuss factors to keep you safe while flying at night.

Objective:

The PIT will successfully navigate at night while avoiding collisions and being alert for lit and unlit obstacles. The PIT will be able to demonstrate appropriate night landing procedures and awareness of hazards unique to the nighttime environment.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. Additionally, the PIT should expect to be presented with distractions throughout the flight.

Lesson 2-6 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Aeromedical factors/illusions							Explain
Forecast/weather brief							Perform
Hazards of flying without a horizon							Explain
Flight							
Radio calls							Perform
Taxi							Perform
Takeoff							Perform
Traffic scanning							Perform
Situational awareness							Perform
Obstruction awareness							Perform
Bright lighting							Perform
Busy airspace procedures							Perform
Traffic pattern							Perform
Go around							Perform
Landing (minimum 5 to full stop)							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Closes flight plan							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Number of landings performed: _____ // Total nighttime hours: _____

Lesson 2-7

Type: Flight (dual, cross country, night)

Scenario: You have a few days off work and have decided to take a vacation. Excitedly, you decide to leave right after work, meaning that you will be flying to an airport of your choosing, leaving about 2 hours after sunset.

Preparation:

- 1) Plan a route as described above, selecting suitable visual checkpoints and using only paper charts to compute dead reckoning – **nothing electronic**.
- 2) Complete a flight log with the above data.
- 3) Obtain a weather briefing and file a VFR flight plan.

Objective:

The PIT will successfully plan and execute a flight to an airport greater than 50 nm from KSHN at night.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. Additionally, without the use of “moving map” displays, the PIT will maintain situational awareness, defined as the ability to state an accurate (within 3 nm) position and nearest diversion airport within 1 minute of prompting. The PIT will select appropriate pattern entry and perform short/soft field landings as appropriate during nighttime operations. The PIT will open and close their flight plan with FSS and make proper use of VFR flight following. A minimum of 5 landings to a full stop will need to be accomplished.

Lesson 2-7 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Route planning							Perform
Cross country calculations							Perform
Weight and balance							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Short field takeoff							Perform
Soft field takeoff							Perform
Vy/Vx climb +/- 5 knots							Perform
Situational awareness							Perform
FSS communication							Perform
Diversion							Perform
Approach +10/-5 knots							Perform
Short field landing							Practice
Touchdown +300/-0 ft							Practice
Traffic pattern							Perform
Go around							Perform
Soft field landing							Perform
Normal landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Closes flight plan							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Lesson 2-8

Type: Flight (solo, local)

Scenario: It's a warm, sunny day in the Pacific Northwest, and you want to go burn some 100LL to prepare for your upcoming flight review.

Preparation:

- 1) Thoroughly review the weather prior to departure.
- 2) Ensure that you are prepared for your flight.
- 3) Review flight review and currency standards, and what a flight review is required to be.
- 4) You **MAY** speak with me on that day to discuss weather. You may conduct the flight provided current and forecast (GFA/MOS and TAF at OLM, PWT, and TCM) weather are not below your solo minimums. Text me at least 30 minutes prior to your planned departure, and you must receive an "OK" to fly.

Objective:

The PIT will conduct maneuvers in the local area to gain further proficiency. This lesson may be repeated as often as the PIT wants for further practice in preparation for the checkride.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. This will be a solely self-graded lesson.

Lesson 2-8 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Short field takeoff							Perform
Soft field takeoff							Perform
Vy/Vx climb +/- 5 knots							Perform
Turns around a point							Perform
S-turns							Perform
Steep turns to PITS							Perform
Power-on stalls to PITS							Perform
Power-off stalls to PITS							Perform
Slow flight to PITS							Perform
Approach +10/-5 knots							Perform
Short field landing							Practice
Touchdown +200/-0 ft							Perform
Traffic pattern							Perform
Go around							Perform
Soft field landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/ Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

Lesson 2-9

Type: Flight and ground (dual, local)

Scenario: You, a recently certificated private pilot, would like to move into the 21st century and begin to use your tablet as an electronic flight bag. Using the app of your choice on your tablet (or Garmin Pilot on my iPad if you don't have one), we will plan a flight to an airport you have not been to on the ground and use the tablet in flight.

Preparation:

- 1) Research the various electronic flight bag applications you may want to purchase or use.

Objective:

The PIT will successfully complete a flight using an electronic flight bag instead of paper charts. This will teach the PIT about division of attention and the pros and cons of using electronic flight bag applications.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the learning objectives table below. Additionally, they will be introduced to the concept of electronic flight bags and the unique flying skills required to avoid task saturation and ensure the focus is on flying the aircraft.

Lesson 2-9 – Learning Objectives Table

Maneuvers

	Describe	Explain	Practice	Perform	Not Obs.	Comments	Standard
Preflight							
Preflight planning							Perform
Preflight inspection							Perform
Route planning							Perform
Cross country calculations							Perform
Weight and balance							Perform
Flight							
Radio calls							Perform
Taxi							Perform
Short field takeoff							Perform
Soft field takeoff							Perform
Vy/Vx climb +/- 5 knots							Perform
Situational awareness							Perform
EFB - weather							Perform
EFB - diversion							Perform
EFB – airport information							Perform
Short field landing							Practice
Touchdown +200/-0 ft							Perform
Traffic pattern							Perform
Go around							Perform
Soft field landing							Perform
Normal landing							Perform
Postflight							
Taxi, fueling, shutdown procedures							Perform
Closes flight plan							Perform
Student critique							Perform

Single Pilot Resource Management

	Explain	Practice	Manage/Decide	Not Obs.	Comments	Standard
Go/No-Go decision making						M/D
Safety						M/D
Cockpit task management						M/D
Collision, windshear, wake turbulence avoidance						M/D

PRIVATE PILOT SYLLABUS



Stage 3 – Checkride Preparation

Congratulations! You are almost done! This is a brief stage which is entirely focused on making sure that you are prepared for your checkride – you have already proven that you can fly to the ACS!

Stage Objective:

The PIT will be introduced to the format of the practical test (checkride), and ensure that he/she meets all of the knowledge and skill requirements prior to being scheduled for his/her practical test. At the successful completion of the mock checkride, the PIT will receive their endorsement and sign-off in IACRA for the Private Pilot – Airplane Single Engine Land practical test.

Stage Completion Standards:

At the completion of this stage, the PIT will have demonstrated proficiency of all performance criteria (according to the practical test standards) required for the airplane – single engine land private pilot certificate and successfully completed a mock checkride with a certificated flight instructor.

Lesson 3-1

Type: Ground

Scenario: You are preparing for your private pilot checkride. You are apprehensive about the process, so you decide to sit down with your instructor to make sure everything is ready, and you meet all the requirements of the applicable FARs and have all the required documentation. Additionally, you want to make sure the aircraft is airworthy.

Preparation:

- 1) Bring your logbook with all hours totaled.
- 2) Create an application on IACRA and write your FTN here: _____.
- 3) Look up recurring and one-time airworthiness directives, learn where to find them, and review required inspections. Be prepared to tab the aircraft logbooks.

Objective:

The PIT will be guided through all of the applicable documentation requirements for the practical test, and be able to furnish proof that all required training has been met. The PIT will be informed about how the checkride is conducted, and how to read and use the ACS. The PIT will also verbalize any questions or apprehensions about the test for clarification. The PIT will understand that he/she is supported by the CFI, and that at this stage, the CFI has all confidence that he or she is ready.

Completion Standards:

This lesson is complete when the PIT is able to meet the standards listed on the following page. Additionally, the PIT will be able to prove that the aircraft is airworthy, and has no questions regarding any of the areas of operation or conduct of the mock checkride.

Lesson 3-1 – List of tasks and standards.

Reference	Requirements
61.103	<p><u>Eligibility Requirements</u></p> <ul style="list-style-type: none"> • Be at least 17 years of age • Be able to read, speak, write, and understand the English language • Obtain the appropriate logbook endorsements from an authorized instructor (next lesson) • Pass the required knowledge test • Hold a U.S. student pilot certificate, sport pilot certificate, or recreational pilot certificate
61.105	<p><u>Aeronautical Knowledge</u></p> <p>Received and logged ground training from an authorized instructor or complete a home study course on the aeronautical knowledge areas of 14 CFR 61.105(b)</p>
61.107	<p><u>Flight Proficiency</u></p> <p>Received and logged ground and flight training from an authorized instructor on the Areas of Operation of 14 CFR 61.107</p>
61.109(a)	<p><u>Aeronautical Experience</u></p> <p>At least 40 hours flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the Areas of Operation listed in 14 CFR 61.107(b)(1)</p>
61.109(a)(1-5)	<p><u>Aeronautical Experience (Dual)</u></p> <p>3 hours of cross-country flight training in a single-engine airplane</p> <p><u>Aeronautical Experience (Dual)</u></p> <p>3 hours of night flight training in a single-engine airplane that includes:</p> <ul style="list-style-type: none"> • One cross-country flight of over 100 NM total distance • 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport <p><u>Aeronautical Experience (Dual)</u></p> <p>3 hours of flight training in a single-engine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight-and-level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight</p> <p><u>Aeronautical Experience (Dual)</u></p> <p>3 hours of flight training in preparation for the practical test in a single-engine airplane performed within the preceding 2 calendar-months from the month of the test</p> <p><u>Aeronautical Experience (Solo)</u></p> <p>10 hours of solo flight time in a single-engine airplane, consisting of at least:</p> <ul style="list-style-type: none"> • 5 hours of solo cross-country time • One solo cross country flight of 150 NM total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 NM between the takeoff and landing locations • Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower

Lesson 3-2

Type: Mock checkride. Allow 4-6 hours for ground and flight portions.

Scenario: You are ready to shed your training wheels (instructor) and take the leap into becoming a private pilot! You want to successfully complete your actual private pilot checkride with flying colors, so you decide to prepare.

Preparation:

- 1) Review all course content and look over the ACS (Airman Certification Standards) for private pilot.
- 2) Prepare a cross-country flight (paper, please, no EFBs) from KSHN to _____.
- 3) Compute a weight and balance for yourself, a 220 pound passenger, and 50 pounds of luggage.

Objective:

The PIT will successfully complete a mock checkride, and as a result experience greatly reduced anxiety over the real thing. This can be conducted with any instructor of the PIT's choosing, including myself. Upon completion of the mock checkride, the PIT will receive all required logbook endorsements and get a sign off in IACRA.

Completion Standards:

This lesson is complete when the PIT is able to meet the desired outcomes listed in the Airman Certification Standards for Private Pilot, Airplane Single Engine Land, for both the oral and flight portions.