

# United Flight Systems



## The Hangar Handbook Private Pilot

## Log Of Revisions

| Version                                                                                                                                                                                                                                                                                                                     | Effective Date                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Version 1.0 – Orig. Issuance of Lesson 1 through Supervised Solos                                                                                                                                                                                                                                                           | February 12 <sup>th</sup> 2025 |
| Version 1.1 – Added the remainder of Private Pilot, Added Part 61 Lesson Numbers, Updated Progress Check Quiz Links, Corrected erroneous SIM references in non-simulator lessons.                                                                                                                                           | May 1 <sup>st</sup> 2025       |
| Version 1.2 – Various Spelling and Grammar Corrections, added additional homework references to various lessons, added phase completion checklist between phases, added references to the V-Speeds Table from the Maneuvers Guide, and added Ground and Flight Training Sign-Off Forms and Logbook Audit Forms to Appendix. | August 15 <sup>th</sup> 2025   |
| Added Lesson 0: Road to the Runway (Minor Addition, No Rev. or Date Change)                                                                                                                                                                                                                                                 | August 15 <sup>th</sup> 2025   |

Version 1.2

August 15<sup>th</sup>, 2025

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# Lesson 0: Road to the Runway



## LESSON OBJECTIVE

Begin your flight training with a solid foundation by acclimating to the UFS facility, aircraft, documentation, staff, and best way to train for success at UFS!

## REAL WORLD SCENARIO

You are a new student at United Flight Systems who may be unfamiliar with how flight training really begins and how UFS can help you on the journey to success!

## Pre-Lesson Tasks

- Visit [www.unitedflight.com/hh](http://www.unitedflight.com/hh) for clickable links to all resources!
- Subscribe to our [Behind The Prop Podcast](#) and listen to [Episode 20 on Part 61 and Part 141 Training](#)
- Student Pilot Certificate: Watch UFS video on [Applying for your Student Pilot Certificate](#) and complete all of the student steps.
- Share your Availability and any Blackout dates you know of by visiting [www.unitedflight.com/availability](http://www.unitedflight.com/availability)
- Complete all remaining items for enrollment sent by Student Success (Please note that if you still have pending enrollment tasks 48hrs before your Road to the Runway session is scheduled that it may be rescheduled).

## LESSON SCHEDULE

|                 |                               |
|-----------------|-------------------------------|
| T-30 MINS       | STUDENT ARRIVES               |
| T-20 MINS       | WATER AND BIO BREAK           |
| T-10 MINS       | CHECK IN WITH DISPATCHER      |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR        |
| 000 to 020 MINS | COMPLETE STUDENT PILOT CERT   |
| 020 to 070 MINS | HOW FLIGHT TRAINING WORKS     |
| 070 to 100 MINS | AIRPORT TOUR                  |
| 100 to 130 MINS | SIMULATOR SESSION             |
| 130 to 150 MINS | WRAP UP AND NEXT LESSON BRIEF |

## HOMEWORK

### Required Homework:

- Cessna Flight Training Course:** Log in and complete [Getting to Know Your Airplane Section I: Exploring The Airplane](#)
- Pre-Lesson Quiz:** Complete the [Road to the Runway Pre-Lesson Quiz](#) covering what you learned in your homework!
- Documents:** Please bring the same photo ID you used for citizenship verification and during completion of your application for a student pilot certificate so the CFI may verify the application for correctness.

### Recommended Extra Homework:

- Read [Chapter 1 of the Airplane Flying Handbook](#) to learn more about the basics of flight training.

## INSTRUCTOR CHECKLIST

- ☐ Citizenship documentation or TSA approval review by CFI
- ☐ Student Pilot Certificate Application completed and submitted.
- ☐ Demo on how to use FSP and verify that 1<sup>st</sup> 3 lessons are scheduled.
- ☐ Thorough Review of Student/CFI Expectations and FAQs
- ☐ Tour of UFS and Golf Cart tour of Hooks conducted.
- ☐ Preflight inspection conducted.
- ☐ Simulator intro flight conducted.
- ☐ Basic Aircraft Systems conversation conducted.
- ☐ Basic demonstration of weather information sources conducted.
- ☐ Intro. to a Dispatcher and brief intro of what they do
- ☐ Intro. to an Ops Person and brief intro of what they do
- ☐ Brief Students on how to prepare for their next lesson using Hangar Handbook including making sure they can access all resources needed to complete the homework.

## ROAD TO THE RUNWAY COMPLETION STANDARDS

### STUDENT MUST HAVE:

- ☐ Student Pilot Certificate application completed.
- ☐ Medical Certification presented or a plan for obtaining it discussed.
- ☐ Student has been briefed on how flight training is conducted at UFS.
- ☐ Student has basic familiarization with UFS Facilities and Hooks Airport
- ☐ Student has completed a guided preflight inspection and simulator session.
- ☐ Student has discussed any and all questions they may have about the training process.
- ☐ Student has completed all homework for this lesson and is aware of how to prepare for the next lesson.

Where am I at in my training?

**ROAD TO THE RUNWAY**  
(Lesson 0)

# STAGE 1: PRE-SOLO

## PHASE 1: LEARNING YOUR AIRPLANE

### SCENERIO 1: YOUR FIRST FLIGHT (Lesson 1)

United Flight Systems



www.unitedflight.com | 281-376-0357

#### LESSON OBJECTIVE

**HAVE A FUN FIRST FLIGHT** and discover what you can accomplish through aviation. You and your instructor will fly, and you will become familiar with the training airplane and its systems

#### REAL WORLD SCENARIO

This is your first lesson to earn your pilot certificate. You are going to learn a lot and it is your job to be on the lookout for traffic and spend most of your time looking outside the aircraft while having fun!

#### HOMEWORK

- Cessna Flight Training Content: [Getting to know your airplane](#), [Preflight-Interior](#), [Preflight-Exterior](#), [Climbs](#), [Descents](#), [Straight-and-Level Flight](#), [Use of Trim](#), [Turns](#)
  - UFS Maneuvers Guide Page 7-8 on Preflight Action and Page 13 on Preflight Walk Around
- #### RECOMMENDED EXTRA HOMEWORK
- Subscribe to our [YouTube Channel](#) and [Behind the Prop Podcast](#)

#### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | YOUR FIRST FLIGHT              |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

#### NEW FOR THIS LESSON

- Safety practices and procedures
- Study materials and habits
- Preflight inspection (Required Documents)
- Checklist usage
- Operations of systems (primary flight controls, trim and environmental controls)
- Location of fire extinguisher
- Doors and safety belts
- Engine starting and warm-up
- Positive exchange of flight controls & Taxiing

#### LESSON OVERVIEW

| WHERE TO GO                                                                          | HOW TO GET THERE     |
|--------------------------------------------------------------------------------------|----------------------|
| West Practice Area                                                                   | Pilotage             |
| PLANNED DEVIATIONS                                                                   | PLANNED MALFUNCTIONS |
| None                                                                                 | None                 |
| PURPOSE / PRESSURES*                                                                 | RISKS*               |
| Conduct normal checklist procedures and appropriate phases of flight with CFI input. | TRAFFIC              |
| *REAL OR SIMULATED                                                                   |                      |

#### FLIGHT PROFILE

- |                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Preflight complete!</li><li>Passenger Briefing</li><li>Start Engine &amp; Warm-up</li><li>Instructor gets taxi clearance</li><li>Taxi to Run-up Area</li><li>Engine Run-up</li><li>Taxi to Depart</li><li>Takeoff Briefing</li><li>Before takeoff check</li><li>Normal Takeoff &amp; Climb</li><li>Level Off (pitch, power, trim)</li><li>Use of Trim</li></ul> | <ul style="list-style-type: none"><li>Straight-and-level flight</li><li>Area Familiarization</li><li>Collision Avoidance</li><li>Stability Demo (yaw-pitch-roll)</li><li>Medium banked turns</li><li>Turn coordination</li><li>Back pressure in turn</li><li>Turn entry and roll out</li><li>Descents</li><li>Normal approach and landing – DEMO by CFI</li><li>After landing, parking, and securing aircraft</li></ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi and Before Takeoff
- ☐ Positive exchange of flight controls
- ☐ Climbs, Descents, Level Offs, Straight and Level and Use of Trim
- ☐ Area familiarization
- ☐ Situational Awareness: Collision Avoidance, and Runway Incursion Avoidance and Area Familiarization
- ☐ Stability demo (yaw-pitch-roll)
- ☐ Turns: Medium banked, coordination, back pressure, entry and roll out
- ☐ After landing, parking and securing

#### PHASE 1 COMPLETION STANDARDS

##### STUDENT MUST BE ABLE TO:

- ☐ Use checklists to preflight, start the airplane, and taxi it from the parking area to the runway.
- ☐ Make coordinated turns, climbs and descents.
- ☐ Maintain straight-and-level flight within 250 feet while in the practice area, heading +/- 20°, airspeed +/- 10 KTS
- ☐ Taxi the airplane from the runway back to the parking area, shut it down, and secure it.

Where am I at in my training?

STAGE 1 | PHASE 1 | LESSON 1  
(Lesson 1)

# STAGE 1: PRE-SOLO

## PHASE 1: LEARNING YOUR AIRPLANE

### SCENERIO 2: CONTROLLING THE AIRPLANE (Lesson 2)

United Flight Systems



www.unitedflight.com | 281-376-0357

#### LESSON OBJECTIVE

Learn proper rudder usage, get more comfortable with the airplane controls and learn how to set the airplane pitch/power combination for your desired phase of flight.

#### REAL WORLD SCENARIO

You and a friend have plans to fly to a nearby town to see your mutual friend make his season debut for a semi professional baseball team. You are running late and already had to return home to grab a camera you forgot because you were rushing.

#### HOMEWORK

- Cessna Flight Training Content:  
[How an Airplane Flies](#), [Engine Starting](#), [Taxiing and Before Takeoff Check](#), [Normal Takeoff and Climb](#)

#### RECOMMENDED EXTRA HOMEWORK

- Study the KDWH [Airport Diagram](#).
- Begin memorizing the [phonetic alphabet](#).
- Study your Aircraft's V-Speeds using the table in the Appendix section of the [UFS Maneuvers Guide](#)

#### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | YOUR SECOND FLIGHT             |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

#### NEW FOR THIS LESSON

- Risk management
- Cockpit management
- Left turning tendencies
- Aileron/rudder coordination exercise (30-degree bank side-side nose on the horizon)
- Constant airspeed climbs/descents (Vx, Vy, cruise climb)
- Climbing and descending turns
- Descent with/without flaps
- Power-off descent at best glide airspeed
- Descent at approach airspeed in landing configuration

#### LESSON OVERVIEW

| WHERE TO GO                                                                          | HOW TO GET THERE     |
|--------------------------------------------------------------------------------------|----------------------|
| West Practice Area                                                                   | Pilotage             |
| PLANNED DEVIATIONS                                                                   | PLANNED MALFUNCTIONS |
| None                                                                                 | None                 |
| PURPOSE / PRESSURES*                                                                 | RISKS*               |
| Conduct normal checklist procedures and appropriate phases of flight with CFI input. | TRAFFIC              |
| *REAL OR SIMULATED                                                                   |                      |

#### FLIGHT PROFILE

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Preflight complete!</li> <li>Passenger Briefing</li> <li>Start Engine &amp; Warm-up</li> <li>Instructor gets taxi clearance</li> <li>Taxi to Run-up Area</li> <li>Engine Run-up</li> <li>Taxi to Depart</li> <li>Takeoff Briefing</li> <li>Before takeoff check</li> <li>Normal Takeoff &amp; Climb</li> <li>Level Off (pitch, power, trim)</li> <li>Use of Trim</li> <li>Straight-and-level flight</li> <li>Area Familiarization</li> </ul> | <ul style="list-style-type: none"> <li>Collision Avoidance</li> <li>Aileron/Rudder Coordination Exercise</li> <li>Medium banked turns</li> <li>Constant airspeed climbs, turns, and descents</li> <li>Climbing and descending turns</li> <li>Descents with and without power and/or flaps</li> <li>Descents at approach speed and configuration</li> <li>Normal approach and landing – DEMO by CFI</li> <li>After landing, parking, and securing aircraft</li> </ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#### INSTRUCTOR CHECKLIST

- ☐ Risk management and Cockpit Management
- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi and Before Takeoff
- ☐ Situational Awareness: Collision Avoidance, and Runway Incursion Avoidance and Area Familiarization
- ☐ Left turning tendencies
- ☐ Constant airspeed climbs and descents and level off
- ☐ Climbing and descending turns
- ☐ Straight-and-level flight and Use of trim
- ☐ Aileron/Rudder coordination exercise
- ☐ Descents: with/without flaps, Best Glide, and Approach speed in landing config
- ☐ After landing, parking and securing

#### PHASE 1 COMPLETION STANDARDS

##### STUDENT MUST BE ABLE TO:

- ☐ Use checklists to preflight, start the airplane, and taxi it from the parking area to the runway.
- ☐ Make coordinated turns, climbs and descents.
- ☐ Maintain straight-and-level flight within 250 feet while in the practice area, heading +/- 20°, airspeed +/- 10 KTS
- ☐ Taxi the airplane from the runway back to the parking area, shut it down, and secure it.

Where am I at in my training?

STAGE 1 | PHASE 1 | LESSON 2  
(Lesson 2)

# STAGE 1: PRE-SOLO

## PHASE 1: LEARNING YOUR AIRPLANE

### SCENERIO 3: INCREASING AWARENESS (Lesson 3)

#### LESSON OBJECTIVE

Perform preflight procedures, ground operations, basic aircraft control and postflight procedures with minimal instructor assistance. Practice flying slowly near stall speed.

#### REAL WORLD SCENARIO

You want to complete your flight lesson but have had only 4 hours of sleep the night before because of a personal emergency. You have been misplacing things throughout the day and feel frustrated. It is too late to cancel as it is past the 24-hour cancellation period.

#### HOMEWORK

- Cessna Flight Training Content:  
[More About Your Airplane, Airplane Engines and Systems](#)
- [UFS Maneuver Guide](#): Page 33 on Configuring for Maneuvers, and pages 35-36 on Slow Flight and Power Off Stalls

#### RECOMMENDED EXTRA HOMEWORK

- [Airplane Flying Handbook Ch. 5](#) Pages 5-9 to 5-12 on Slow Flight

#### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | YOUR THIRD FLIGHT              |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

#### NEW FOR THIS LESSON

- Single-pilot resource management (SRM)
- Task management
- Maneuvering during slow flight
- Power-off stalls (imminent)

#### LESSON OVERVIEW

| WHERE TO GO                                                                          | HOW TO GET THERE     |
|--------------------------------------------------------------------------------------|----------------------|
| West Practice Area                                                                   | Pilotage             |
| PLANNED DEVIATIONS                                                                   | PLANNED MALFUNCTIONS |
| None                                                                                 | None                 |
| PURPOSE / PRESSURES*                                                                 | RISKS*               |
| Conduct normal checklist procedures and appropriate phases of flight with CFI input. | PILOT FATIGUE        |

\*REAL OR SIMULATED

#### FLIGHT PROFILE

- |                                  |                                                 |
|----------------------------------|-------------------------------------------------|
| ○ Preflight complete!            | ○ Level Off (pitch, power, trim)                |
| ○ Passenger Briefing             | ○ Use of Trim                                   |
| ○ Start Engine & Warm-up         | ○ Straight-and-level flight                     |
| ○ Instructor gets taxi clearance | ○ Area Familiarization                          |
| ○ Taxi to Run-up Area            | ○ Collision Avoidance                           |
| ○ Engine Run-up                  | ○ Slow Flight                                   |
| ○ Taxi to Depart                 | ○ Descents                                      |
| ○ Takeoff Briefing               | ○ Normal approach and landing – DEMO by CFI     |
| ○ Before takeoff check           | ○ After landing, parking, and securing aircraft |
| ○ Normal Takeoff & Climb         |                                                 |

#### INSTRUCTOR CHECKLIST

- ☐ Single-pilot resource management (SRM), Task Management, Risk Management and Cockpit Management, Aeronautical Decision Making
- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi and Before Takeoff
- ☐ Situational Awareness: Collision Avoidance, and Runway Incursion Avoidance and Area Familiarization
- ☐ Constant airspeed climbs and descents and level off
- ☐ Climbing and descending turns
- ☐ Aileron/Rudder coordination exercise
- ☐ Maneuvering during slow flight
- ☐ Power-off stalls (imminent)
- ☐ Descents: with/without flaps, Best Glide, and Approach speed in landing config
- ☐ After landing, parking and securing

#### PHASE 1 COMPLETION STANDARDS

##### STUDENT MUST BE ABLE TO:

- ☐ Use checklists to preflight, start the airplane, and taxi it from the parking area to the runway.
- ☐ Make coordinated turns, climbs and descents.
- ☐ Maintain straight-and-level flight within 250 feet while in the practice area, heading +/- 20°, airspeed +/- 10 KTS
- ☐ Taxi the airplane from the runway back to the parking area, shut it down, and secure it.

Where am I at in my training?

STAGE 1 | PHASE 1 | LESSON 3  
(Lesson 3)

## Phase 1 Ground Training Checklist

|                                                                     | Instruction<br>Given | Describe | Explain |
|---------------------------------------------------------------------|----------------------|----------|---------|
| Safety practices and procedures                                     |                      |          |         |
| Study material and habits                                           |                      |          |         |
| Preflight inspection                                                |                      |          |         |
| Checklist usage                                                     |                      |          |         |
| Operation of systems                                                |                      |          |         |
| Single-pilot resource management (SRM)                              |                      |          |         |
| Risk management                                                     |                      |          |         |
| Task management                                                     |                      |          |         |
| Runway incursion avoidance                                          |                      |          |         |
| Normal takeoff and climb – instructor will demonstrate in flight    |                      |          |         |
| Maneuvering during slow flight                                      |                      |          |         |
| Power-off stalls (imminent)                                         |                      |          |         |
| Normal approach and landing – instructor will demonstrate in flight |                      |          |         |

## Phase 1 Proficiency Checklist

|                                                                                                                                                                                | Practice | Perform | Manage /<br>Decide |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|--------------------|
| <b>Single-pilot resource management</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>                                           |          |         |                    |
| <b>Task management</b><br><i>Prioritizes and selects the most appropriate tasks with assistance</i>                                                                            |          |         |                    |
| <b>Risk management</b><br><i>Is able to identify any problem, analyze the information and make an informed decision with assistance</i>                                        |          |         |                    |
| <b>Preflight procedures</b>                                                                                                                                                    |          |         |                    |
| <b>Preflight inspection</b><br><i>Can perform a safe preflight inspection without instructor assistance</i>                                                                    |          |         |                    |
| <b>Cockpit management</b><br><i>Organizes the cockpit, has easy access to the checklist and utilizes items such as a kneeboard, paper and pen/pencil to record information</i> |          |         |                    |
| <b>Checklist usage</b><br><i>Uses checklist for preflight and all phases of flight</i>                                                                                         |          |         |                    |
| <b>Location of fire extinguisher</b><br><i>Confirms location and is able to use if necessary</i>                                                                               |          |         |                    |
| <b>Doors and safety belts</b><br><i>Can demonstrate the operation of doors and safety belts during a passenger briefing</i>                                                    |          |         |                    |
| <b>Engine starting and warm-up</b><br><i>Uses checklist, clears the area before cranking and sets to 1000 RPM after starting</i>                                               |          |         |                    |
| <b>Positive exchange of flight controls</b><br><i>Uses the 3-part verification system to confirm who has official control of the airplane</i>                                  |          |         |                    |
| <b>Runway incursion avoidance</b><br><i>Uses airport diagram, aware of hot spots, records taxi clearance</i>                                                                   |          |         |                    |
| <b>Taxiing</b><br><i>Taxis at a fast-walking pace/slow-jog, does not ride the brakes</i>                                                                                       |          |         |                    |
| <b>Engine run-up</b><br><i>Follows checklist, looks outside to confirm parking brake is holding during run-up</i>                                                              |          |         |                    |
| <b>Before takeoff check</b><br><i>Follows checklist</i>                                                                                                                        |          |         |                    |

## Phase 1 Proficiency Checklist continued

| In-flight                                                                                                                                                                                     |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| Left turning tendencies<br><i>Applies rudder correction during climb to maintain coordinated flight</i>                                                                                       |  |  |  |
| Climbs and descents<br><i>Uses proper techniques and power settings</i>                                                                                                                       |  |  |  |
| Constant airspeed climbs and descents<br><i>Utilizes a constant power setting and uses pitch to control airspeed</i>                                                                          |  |  |  |
| Climbing and descending turns<br><i>Uses proper rudder/control wheel inputs to maintain coordinated flight</i>                                                                                |  |  |  |
| Level off<br><i>Sets pitch, applies power as appropriate and then trims as appropriate</i>                                                                                                    |  |  |  |
| Use of trim<br><i>Uses trim after desired pitch and power settings are attained</i>                                                                                                           |  |  |  |
| Straight-and-level flight<br><i>Uses outside references (horizon and wingtips) to confirm</i>                                                                                                 |  |  |  |
| Area familiarization<br><i>Is able to identify local landmarks and reporting points</i>                                                                                                       |  |  |  |
| Collision avoidance<br><i>Looks and lifts wing before turning, knows of possible congestion and collisions hazards around local airport reporting points and navigation aids</i>              |  |  |  |
| Stability demo (yaw-pitch-roll)<br><i>Observes the stability of the airplane if displaced</i>                                                                                                 |  |  |  |
| Aileron/Rudder coordination exercise<br><i>30° bank side to side while keeping the nose level to the horizon on a specific point through the coordinated use of rudder and aileron inputs</i> |  |  |  |
| Medium banked turns<br><i>Altitude (+/- 250 feet), heading (+/- 20°), airspeed (+/- 10 knots), bank (+/- 10°)</i>                                                                             |  |  |  |
| Turn coordination<br><i>Utilizes rudder to make coordinated turns</i>                                                                                                                         |  |  |  |
| Back pressure in a turn<br><i>Uses back pressure during turns to maintain altitude, releases back pressure when rolling out of the turn to prevent a gain in altitude</i>                     |  |  |  |
| Turn entry and roll out<br><i>Smoothly applies rudder and control wheel pressures as necessary, leads the roll out by ½ the bank angle</i>                                                    |  |  |  |
| Maneuvering during slow flight<br><i>Is able to get into and out of slow flight using the proper techniques, altitude (+/- 250 feet)</i>                                                      |  |  |  |
| Power-off stalls (imminent)<br><i>Recovers at the stall warning</i>                                                                                                                           |  |  |  |
| Descents with/without flaps<br><i>Performs descents with/without flaps while noting the different descent rates</i>                                                                           |  |  |  |
| Power-off descent at best glide airspeed<br><i>Maintains airspeed (+/- 10 knots), notes descent rate and glide distance</i>                                                                   |  |  |  |
| Descent at approach airspeed in landing configuration<br><i>Maintains airspeed (+/- 10 knots), notes pitch attitude</i>                                                                       |  |  |  |
| Postflight procedures                                                                                                                                                                         |  |  |  |
| After landing, parking and securing<br><i>Completes appropriate checklists</i>                                                                                                                |  |  |  |

### Phase 1 Proficiency completion standards:

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 1 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and
  - Your instructor has evaluated and assessed your performance at the desired level as Explain, and Perform or Manage/Decide, as appropriate

**STAGE 1: PRE-SOLO**  
**PHASE 2: IMPROVING CONTROL**  
**SCENARIO 1: RECOGNIZING AND RECOVERING FROM STALLS (Lesson 4)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Learn to correct for the wind while taxiing, communicate on the radio, improve overall aircraft control, and learn to recognize, avoid and recover from a stall as well as local traffic pattern operations

### REAL WORLD SCENARIO

You need to take an aerial photo for a client of the highest obstacle within a 20nm radius of your home airport. The deadline for the photography is tomorrow morning at 9am.

### HOMEWORK

- Cessna Flight Training Content:  
[Power Off Stalls](#), [Power On Stalls](#), [Crosswind Taxi](#),
- [UFS Maneuvers Guide](#)  
Pages 36-37 on Stalls
- Make sure to finish memorizing the [phonetic alphabet](#)!

### RECOMMENDED EXTRA HOMEWORK

- [Airplane Flying Handbook Ch. 5](#) Pages 5-13 to 5-22 on Stalls.

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Stall/spin awareness
- Power-off stalls (landing configuration)
- Power-on stalls (imminent- takeoff configuration)
- Roll control at high angles of attack (rudder usage)
- Use of rudder in stall recovery
- Use of power in stall recovery
- Radio communications
- Crosswind taxi
- Normal/crosswind takeoff and climb
- Traffic pattern entry and departure procedures
- Normal/crosswind approach and landing

### LESSON OVERVIEW

| WHERE TO GO                                    | HOW TO GET THERE                                                      |
|------------------------------------------------|-----------------------------------------------------------------------|
| West Practice Area                             | Pilotage                                                              |
| PLANNED DEVIATIONS                             | PLANNED MALFUNCTIONS                                                  |
| None                                           | None                                                                  |
| PURPOSE / PRESSURES*                           | RISKS*                                                                |
| Flying with a specific mission and a deadline. | TRAFFIC, FLYING AT OR NEAR STIALL SPEED, FLYING NEAR A HIGH OBSTACLE. |
| *REAL OR SIMULATED                             |                                                                       |

### FLIGHT PROFILE

- |                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Preflight complete!</li> <li>Passenger Briefing</li> <li>Start Engine &amp; Warm-up</li> <li>Studnt gets taxi clearance</li> <li>Taxi to Run-up Area</li> <li>Engine Run-up</li> <li>Taxi to Depart</li> <li>Takeoff Briefing</li> <li>Before takeoff check</li> <li>Normal Takeoff &amp; Climb</li> <li>Level Off (pitch, power, trim)</li> </ul> | <ul style="list-style-type: none"> <li>Use of Trim</li> <li>Straight-and-level flight</li> <li>Area Familiarization</li> <li>Collision Avoidance</li> <li>Pre Manuever Checklist</li> <li>Power off Stalls</li> <li>Power on Stalls</li> <li>Normal approach and landing – DEMO by CFI</li> <li>After landing, parking, and securing aircraft</li> </ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi and Before Takeoff
- ☐ Normal/Crosswind: Taxi, Takeoff, Climb, Approach and Landing
- ☐ Aileron/Rudder coordination exercise
- ☐ Maneuvering during slow flight
- ☐ Power-off stalls (landing configuration) and Power-on stalls (takeoff configuration)
- ☐ Ground Reference Manuever - Traffic pattern entry and departure procedures
- ☐ After landing, parking and securing
- ☐ Situational Awareness and Non-Technical Skills

## PHASE 2 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Accurately preflight the airplane correctly using checklists
- ☐ Perform unassisted takeoffs
- ☐ Maintain a specific ground track correcting for wind drift
- ☐ Recognize the approach of a stall and recover in 400 feet or less
- ☐ Have reviewed the Phase Progress Report with your instructor
- ☐ Pass the Progress Check

Where am I at in my training?

STAGE 1 | PHASE 2 | LESSON 1  
(Lesson 4)

**STAGE 1: PRE-SOLO**  
**PHASE 2: IMPROVING CONTROL**  
**SCENERIO 2: CORRECTING FOR WIND IN FLIGHT (Lesson 5)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Learn how to properly correct for wind drift in flight and near the ground and use previously learned rudder coordination skills to perform a coordinated, full power-on stall.

### REAL WORLD SCENARIO

You are taking a flight to accomplish important survey work (instructor will specify location) that is due within 24 hours.

### HOMEWORK

- Cessna Flight Training Content:  
[The Airport Environment and Correcting for Wind Sideslip, Forward Slip, and Rectangular Course Videos](#)
- UFS Maneuvers Guide  
 Pages 26-27 on Arriving to airport and Traffic Patterns
- RECOMMENDED EXTRA HOMEWORK**
- [Airplane Flying Handbook Ch 7](#) – Pages 7-3 to 7-6 on Ground Reference Manuvers
- [Airplane Flying Handbook Ch 8](#) – Pages 8-1 to 8-7 on Traffic Patterns

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 130 MINS | FLIGHT LESSON                  |
| 130 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Crabbing
- Ground reference maneuver
- Sideslip
- Forward slip
- Power-on stall (climb configuration)

### LESSON OVERVIEW

| WHERE TO GO                                    | HOW TO GET THERE                                                |
|------------------------------------------------|-----------------------------------------------------------------|
| West Practice Area                             | Pilotage                                                        |
| PLANNED DEVIATIONS                             | PLANNED MALFUNCTIONS                                            |
| None                                           | None                                                            |
| PURPOSE / PRESSURES*                           | RISKS*                                                          |
| Flying with a specific mission and a deadline. | TRAFFIC, FLYING AT OR NEAR STIAL SPEED, FLYING AT LOW ALTITUDE. |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Preflight complete!</li> <li>Passenger Briefing</li> <li>Start Engine &amp; Warm-up</li> <li>Studnt gets taxi clearance</li> <li>Taxi to Run-up Area</li> <li>Engine Run-up</li> <li>Taxi to Depart</li> <li>Takeoff Briefing</li> <li>Before takeoff check</li> <li>Normal Takeoff &amp; Climb</li> <li>Level Off (pitch, power, trim)</li> <li>Use of Trim</li> <li>Straight-and-level flight</li> </ul> | <ul style="list-style-type: none"> <li>Area Familiarization</li> <li>Collision Avoidance</li> <li>Pre Manuver Checklist</li> <li>Power on Stalls (FULL)</li> <li>Crabbing/Sideslips</li> <li>Forward Slips</li> <li>Ground Reference (Rectangular Course to simulate traffic pattern).</li> <li>Normal approach and landing – (Assisted by CFI)</li> <li>After landing, parking, and securing aircraft</li> </ul> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi and Before Takeoff and Radio communications
- ☐ Situational Awareness: Collision Avoidance, and Runway Incursion Avoidance and Area Familiarization
- ☐ Normal/Crosswind: Taxi, Takeoff, Climb, Approach and Landing
- ☐ Power-on stall (takeoff configuration)
- ☐ Ground Reference Maneuver- Forward slip, Side Slip and Crabbing
- ☐ Descent at approach airspeed in landing configuration
- ☐ Ground Reference Maneuver - Traffic pattern entry and departure procedures
- ☐ After landing, parking and securing

### PHASE 2 COMPLETION STANDARDS

#### STUDENT MUST BE ABLE TO:

- ☐ Accurately preflight the airplane correctly using checklists
- ☐ Perform unassisted takeoffs
- ☐ Maintain a specific ground track correcting for wind drift
- ☐ Recognize the approach of a stall and recover in 400 feet or less
- ☐ Pass the Progress Check

Where am I at in my training?

**STAGE 1 | PHASE 2 | LESSON 2**  
**(Lesson 5)**

**STAGE 1: PRE-SOLO**  
**PHASE 2: IMPROVING CONTROL**  
**SCENERIO 3: MAKING STEEP TURNS (Lesson 6)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Develop planning, timing and coordination while practicing how to roll in and out of a steep turn and maintaining a airspeed and altitude throughout the steep turn. Introduce controlling the airplane using only the instruments.

### REAL WORLD SCENARIO

This is the only training block you could get all week with your CFI. The airplane you are in has the following squawks: 1. Landing light inoperative 2. The controller reported difficulty understanding radio transmissions from the airplane.

### HOMEWORK

- Cessna Flight Training Content:  
[Steep Turns](#), [Basic Instrument Manuevers](#)
- [UFS Maneuvers Guide](#)  
Pages 34 on Steep Turns and Page 47 on Basic Instrument Manuevers for Non-Instrument Pilots
- RECOMMENDED EXTRA HOMEWORK**
- [Airplane Flying Handbook Ch 10](#) – Pages 10-1 to 10-3 on Steep Turns
- [Instrument Flying Handbook](#) – Pages 6-2 to 6-14 on Attitude Instrument Flying

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 130 MINS | FLIGHT LESSON                  |
| 130 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Aeronautical decision making
- Steep turns
- Basic instrument maneuvers (IR)

### LESSON OVERVIEW

| WHERE TO GO                                                                    | HOW TO GET THERE                                                   |
|--------------------------------------------------------------------------------|--------------------------------------------------------------------|
| West Practice Area                                                             | Pilotage                                                           |
| PLANNED DEVIATIONS                                                             | PLANNED MALFUNCTIONS                                               |
| None                                                                           | None                                                               |
| PURPOSE / PRESSURES*                                                           | RISKS*                                                             |
| Evaluating whether a flight is safe and productive with inoperative equipment. | HIGH BANK ANGLES, INOPERATIVE LIGHTING, COMMUNICATION DICCIFULTIES |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                                                                     |                                                   |
|---------------------------------------------------------------------|---------------------------------------------------|
| ○ Preflight complete!                                               | ○ Straight-and-level flight                       |
| ○ Passenger Briefing                                                | ○ Basic Instrument Manuevers                      |
| ○ Start Engine & Warm-up                                            | ○ Pre Manuever Checklist                          |
| ○ Student gets taxi clearance and manages most radio communication. | ○ Steep Turns                                     |
| ○ Taxi to Run-up Area                                               | ○ Slow Flight                                     |
| ○ Engine Run-up                                                     | ○ Power-off stall (LDG config)                    |
| ○ Taxi to Depart                                                    | ○ Power-on stall (TO config)                      |
| ○ Takeoff Briefing                                                  | ○ Crabbing/Sideslips                              |
| ○ Before takeoff check                                              | ○ Forward Slips                                   |
| ○ Normal Takeoff & Climb                                            | ○ Descents at approach speed.                     |
| ○ Level Off (pitch, power, trim)                                    | ○ Traffic Pattern Entry                           |
| ○ Use of Trim                                                       | ○ Normal approach and landing – (Assisted by CFI) |
|                                                                     | ○ After landing, parking, and securing aircraft.  |

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications
- ☐ Normal/Crosswind: Taxi, Takeoff, Climb, Approach and Landing (Landing Assisted by CFI)
- ☐ Basic instrument maneuvers (IR)
- ☐ Maneuvering during slow flight
- ☐ Power-off stalls (landing configuration) and Power-on stalls (takeoff configuration)
- ☐ Steep turns
- ☐ Crabbing and side slip
- ☐ Ground Reference Manuever - Traffic pattern entry and departure procedures
- ☐ After landing, parking and securing
- ☐ Situational Awareness and Non-Technical Skills

## PHASE 2 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Accurately preflight the airplane correctly using checklists
- ☐ Perform unassisted takeoffs
- ☐ Maintain a specific ground track correcting for wind drift
- ☐ Recognize the approach of a stall and recover in 400 feet or less
- ☐ Pass the Progress Check

Where am I at in my training?

**STAGE 1 | PHASE 2 | LESSON 3**  
**(Lesson 6)**

**STAGE 1: PRE-SOLO**  
**PHASE 2: IMPROVING CONTROL**  
**SCENERIO 4: PROGRESS CHECK (Lesson 7)**

### LESSON OBJECTIVE

An different instructor will check your progress of learning and the effective pairing of you and your primary instructor. They will evaluate if you are learning at the appropriate pace, spot any areas of difficulty, and ensure we catch any errors or bad habbits early in your training.

### REAL WORLD SCENARIO

This is your first flight with another instructor to demonstrate that you are progressing through the course at the desired level of learning. The goal is for you to demonstrate as much as you can without instructor assistance except that the instructor will take over for the actual landing.

### HOMEWORK

- Complete the [UFS Phase 2 Progress Check Quiz](#) and be prepared to discuss your answers.

#### RECOMMENDED EXTRA HOMEWORK

- Review the [UFS Manuevers Guide](#) and be prepared to demonstrate Normal Takeoffs, Basic Instrument Manuevers, Slowflight, Stalls, Steep Turns, Entering the Traffic Pattern, and a landing assisted by your instructor.

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 130 MINS | FLIGHT LESSON                  |
| 130 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

This is your first evaluation! This is just a chance for us to see where you're at and help guide your training moving forward—nothing to stress about! Stay focused, trust what you've learned so far, and remember that this is part of the process. We're here to support you every step of the way!

### LESSON OVERVIEW

| WHERE TO GO                                                    | HOW TO GET THERE                                                                              |
|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| West Practice Area                                             | Pilotage                                                                                      |
| PLANNED DEVIATIONS                                             | PLANNED MALFUNCTIONS                                                                          |
| None                                                           | None                                                                                          |
| PURPOSE / PRESSURES*                                           | RISKS*                                                                                        |
| Being evaluated for the first time during your flight training | FLYING SLOWNY AND NEAR THE GROUND, TRAFFIC, COMMUNICATION IN BUSY AIRSPACE, ADDITIONAL STRESS |
| *REAL OR SIMULATED                                             |                                                                                               |

### FLIGHT PROFILE

- |                                                                    |                                                   |
|--------------------------------------------------------------------|---------------------------------------------------|
| ○ Preflight complete!                                              | ○ Straight-and-level flight                       |
| ○ Passenger Briefing                                               | ○ Basic Instrument Manuevers                      |
| ○ Start Engine & Warm-up                                           | ○ Pre Manuever Checklist                          |
| ○ Studnt gets taxi clearance and manages most radio communication. | ○ Steep Turns                                     |
| ○ Taxi to Run-up Area                                              | ○ Slow Flight                                     |
| ○ Engine Run-up                                                    | ○ Stall (CFI Chooses one)                         |
| ○ Taxi to Depart                                                   | ○ Crabbing/Sideslips                              |
| ○ Takeoff Briefing                                                 | ○ Descents at approach speed.                     |
| ○ Before takeoff check                                             | ○ Traffic Pattern Entry                           |
| ○ Normal Takeoff & Climb                                           | ○ Normal approach and landing – (Assisted by CFI) |
| ○ Level Off (pitch, power, trim)                                   | ○ After landing, parking, and securing aircraft.  |
| ○ Use of Trim                                                      |                                                   |

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications
- ☐ Normal/Crosswind: Taxi, Takeoff, Climb, Approach and Landing
- ☐ Stall/spin awareness
- ☐ Maneuvering during slow flight
- ☐ Stall
- ☐ Crabbing and side slip
- ☐ Normal/crosswind approach and landing (Assisted by CFI)
- ☐ After landing, parking and securing
- Situational Awareness and Non-Technical Skills

## PHASE 2 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Accurately preflight the airplane correctly using checklists
- ☐ Perform unassisted takeoffs
- ☐ Maintain a specific ground track correcting for wind drift
- ☐ Recognize the approach of a stall and recover in 400 feet or less
- ☐ Pass the Progress Check

Where am I at in my training?

**STAGE 1 | PHASE 2 | LESSON 4**  
**(Lesson 7)**

## Phase 2 Ground Training Checklist

|                                                            | Instruction<br>Given | Describe | Explain |
|------------------------------------------------------------|----------------------|----------|---------|
| Stall/spin awareness                                       |                      |          |         |
| Power-off stalls (landing configuration)                   |                      |          |         |
| Power-on stalls ( <i>imminent</i> - takeoff configuration) |                      |          |         |
| Roll control at high angles of attack (rudder usage)       |                      |          |         |
| Use of rudder in stall recovery                            |                      |          |         |
| Use of power in stall recovery                             |                      |          |         |
| Crabbing                                                   |                      |          |         |
| Ground reference maneuver                                  |                      |          |         |
| Sideslip                                                   |                      |          |         |
| Forward slip                                               |                      |          |         |
| Aeronautical decision making                               |                      |          |         |
| Steep turns                                                |                      |          |         |
| Basic instrument maneuvers (IR)                            |                      |          |         |
| Normal approach and landing                                |                      |          |         |

## Phase 2 Proficiency Checklist

|                                                                                                                                                    | Practice | Perform | Manage/<br>Decide |
|----------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|-------------------|
| <b>Single-pilot resource management</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>               |          |         |                   |
| <b>Aeronautical decision making</b><br><i>Uses a systematic approach to consistently determine the best course of action for the circumstances</i> |          |         |                   |
| <b>Preflight procedures</b>                                                                                                                        |          |         |                   |
| <b>Preflight inspection</b><br><i>Performs a safe preflight inspection without instructor assistance</i>                                           |          |         |                   |
| <b>Checklist usage</b><br><i>Uses checklist for preflight and all phases of flight</i>                                                             |          |         |                   |
| <b>Operation of systems</b><br><i>Effectively operates the systems in the airplane</i>                                                             |          |         |                   |
| <b>Radio communications</b><br><i>Makes most basic radio calls with minimal assistance</i>                                                         |          |         |                   |
| <b>Positive exchange of flight controls</b><br><i>Uses the 3-part verification system to confirm who has official control of the airplane</i>      |          |         |                   |
| <b>Runway incursion avoidance</b><br><i>Uses best procedures for operational planning and maintaining situational awareness during taxi</i>        |          |         |                   |
| <b>Crosswind taxi</b><br><i>Applies appropriate aileron and elevator deflections</i>                                                               |          |         |                   |

## Phase 2 Proficiency Checklist continued

|                                                                                                                                                                                                                |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <b>In-flight</b>                                                                                                                                                                                               |  |  |  |
| Normal/crosswind takeoff and climb<br><i>Maintains takeoff power and <math>V_Y</math> (+10/-5 knots), applies rudder correction for yaw and aileron correction for wind, can perform an unassisted takeoff</i> |  |  |  |
| Use of trim<br><i>Sets trim after setting pitch and power</i>                                                                                                                                                  |  |  |  |
| Collision avoidance<br><i>Lifts wing and looks before turning, maintains a visual scan and awareness for other traffic</i>                                                                                     |  |  |  |
| Aileron/Rudder coordination exercise<br><i>Uses decisive rudder and aileron inputs to maintain the nose at one spot on the horizon while banking back and forth</i>                                            |  |  |  |
| Turn coordination<br><i>Uses appropriate rudder pressures entering, in, and exiting a turn</i>                                                                                                                 |  |  |  |
| Basic instrument maneuvers (IR)<br><i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+/- 10 knots), bank (+/- 10°)</i>                                                                        |  |  |  |
| Maneuvering during slow flight<br><i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+10/-5 knots), bank (+/- 10°)</i>                                                                         |  |  |  |
| Power-off stall (landing configuration)<br><i>Recovers using proper pitch and power inputs, maintains directional control, recovers within 400 feet</i>                                                        |  |  |  |
| Power-on stall (takeoff configuration)<br><i>Uses rudder to control roll at high angles of attack, promptly recovers with use of pitch and power</i>                                                           |  |  |  |
| Steep turns<br><i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+10/-10 knots), bank (+/- 10°)</i>                                                                                           |  |  |  |
| Forward slip<br><i>Power to idle, applies ailerons into the wind and full opposite rudder, levels off at the desired altitude</i>                                                                              |  |  |  |
| Ground reference maneuver<br><i>Maintains proper wind correction techniques, altitude (+/- 200 feet), airspeed (+/- 10 knots)</i>                                                                              |  |  |  |
| Descent at approach airspeed in landing configuration<br><i>Maintains airspeed (+10/-5 knots)</i>                                                                                                              |  |  |  |
| Crabbing<br><i>Uses crab angle into wind to maintain a ground track</i>                                                                                                                                        |  |  |  |
| Sideslip<br><i>Uses a sideslip into the wind to maintain a ground track (ailerons into the wind, opposite rudder)</i>                                                                                          |  |  |  |
| Traffic pattern entry and departure procedures<br><i>Correctly enters and exits the traffic pattern at the traffic pattern altitude, altitude (+/- 150 feet)</i>                                               |  |  |  |
| Normal/crosswind approach and landing<br><i>Uses appropriate pitch and power settings, applies decisive wind correction as needed, maintains airspeed (+10/-5 knots), lands with instructor assistance</i>     |  |  |  |
| <b>Postflight procedures</b>                                                                                                                                                                                   |  |  |  |
| After landing, parking and securing<br><i>Completes appropriate checklists, taxis the airplane back to parking and properly secures it</i>                                                                     |  |  |  |
| <b>*Progress Check*</b><br><i>Satisfactorily completes the *Progress Check*</i>                                                                                                                                |  |  |  |

### Phase 2 Proficiency completion standards:

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 1 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and
  - Your instructor has evaluated and assessed your performance at the desired level as Explain, and Perform or Manage/Decide, as appropriate

**STAGE 1: PRE-SOLO**  
**PHASE 3: IMPROVING CONTROL**  
**SCENERIO 1: TAKEOFFS AND LANDINGS (Lesson 8)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Build skill in performing takeoffs, landings and traffic pattern operations. Landing the airplane is a skill that takes time to develop, do not be disheartened if you end up having to repeat this lesson.

### REAL WORLD SCENARIO

You are to fly to a neighboring airport to sign time-sensitive business documents that will expire tonight. The winds are 10 knots gusting to 15 knots 30° from the runway centerline.

### HOMEWORK

- Cessna Flight Training Content:  
[Airplane Performance and Limitations](#), [Learning To Land](#), [Faulty Approaches and Balked Landings](#), [Go-Arounds and Rejected Landings](#)
- [UFS Maneuvers Guide](#)  
 Pages 27-28 on Traffic Patterns and Normal Landings, and Page 30 on Go-Arounds

### RECOMMENDED EXTRA HOMEWORK

- [Airplane Flying Handbook Ch. 9](#) Pages 9-1 to 9-14 on Landings

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 030 MINS | PREFLIGHT DISCUSSION           |
| 030 to 048 MINS | PREFLIGHT AIRCRAFT             |
| 048 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Situational awareness
- Weight and balance
- Performance charts
- Traffic patterns
- Go-around/rejected landings

### LESSON OVERVIEW

| WHERE TO GO                                                  | HOW TO GET THERE                                                                 |
|--------------------------------------------------------------|----------------------------------------------------------------------------------|
| KDWH or another airport if<br>Traffic at DWH is heavy        | Pilotage                                                                         |
| PLANNED DEVIATIONS                                           | PLANNED MALFUNCTIONS                                                             |
| Winds are stronger than<br>forecasted                        | None                                                                             |
| PURPOSE / PRESSURES*                                         | RISKS*                                                                           |
| Operating in the traffic pattern,<br>landing in higher winds | FLYING SLOWLY NEAR THE<br>GROUND, TRAFFIC,<br>COMMUNICATION, LEARNING<br>TO LAND |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                               |                                                 |
|-------------------------------|-------------------------------------------------|
| ○ Preflight complete!         | ○ Before takeoff check                          |
| ○ Passenger Briefing          | ○ Normal Takeoff & Climb                        |
| ○ Start Engine & Warm-up      | ○ Normal approach and landing                   |
| ○ Student gets taxi clearance | ○ Crabbing and Side slip                        |
| ○ Taxi to Run-up Area         | ○ Go Arouns                                     |
| ○ Engine Run-up               | ○ After landing, parking, and securing aircraft |
| ○ Taxi to Depart              |                                                 |
| ○ Takeoff Briefing            |                                                 |

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Traffic patterns
- ☐ Crabbing and side slip
- ☐ Go-around/rejected landings
- ☐ Normal/crosswind approach and landing
- ☐ After landing, parking and securing
- ☐ Situational Awareness and Non-Technical Skills

## PHASE 3 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Consistently perform safe landings with instructor assistance
- ☐ Correct for wind drift without instructor assistance
- ☐ Perform the proper radio communication and traffic pattern procedures
- ☐ Recognize the approach of a stall and use proper recovery procedures
- ☐ Follow the appropriate checklist for emergency operations

Where am I at in my training?

**STAGE 1 | PHASE 3 | LESSON 1**  
**(Lesson 8)**

**STAGE 1: PRE-SOLO**  
**PHASE 3: IMPROVING CONTROL**  
**SCENERIO 2: CROSSWIND TAKEOFFS AND LANDINGS (Lesson 9)**

### LESSON OBJECTIVE

Practice your wind correction procedures for crosswind takeoffs and landings. Landing the airplane is a skill that takes time to develop, do not be disheartened if you end up having to repeat this lesson.

### REAL WORLD SCENARIO

You have plans to fly and meet a friend from high school in a neighboring town for one night. You haven't seen your friend in years and they plans on leaving early tomorrow at 6 am. Winds at the destination are 12 knots and 60° off the runway, and the runway is 60 feet wide.

### HOMEWORK

- Cessna Flight Training Content:  
[Weather and Weather Briefings](#), [Forward Slip to A Landing](#)
- [UFS Maneuvers Guide](#)  
Re-Review Pages 27-28 on Traffic Patterns and Normal Landings, and Page 30 on Go-Arounds

### RECOMMENDED EXTRA HOMEWORK

- [Airplane Flying Handbook Ch. 9](#) Pages 9-15 to 9-20 on on Crosswind and Turbulent Air Landings

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Crosswind Takeoffs and Landings

### LESSON OVERVIEW

| WHERE TO GO                                             | HOW TO GET THERE                                                    |
|---------------------------------------------------------|---------------------------------------------------------------------|
| An airport with a crosswind, preferably +5kts           | Pilotage                                                            |
| PLANNED DEVIATIONS                                      | PLANNED MALFUNCTIONS                                                |
| An Airmet TANGO on your route of flight                 | None                                                                |
| PURPOSE / PRESSURES*                                    | RISKS*                                                              |
| Operating in the traffic pattern, landing in crosswinds | FLYING SLOWLY NEAR THE GROUND, CORRECTING FOR WIND, NARROW RUNWAYS. |
| *REAL OR SIMULATED                                      |                                                                     |

### FLIGHT PROFILE

- |                               |                                                 |
|-------------------------------|-------------------------------------------------|
| ○ Preflight complete!         | ○ Before takeoff check                          |
| ○ Passenger Briefing          | ○ Normal Takeoff & Climb                        |
| ○ Start Engine & Warm-up      | ○ Normal approach and landing                   |
| ○ Student gets taxi clearance | ○ Crabbing and Side slip                        |
| ○ Taxi to Run-up Area         | ○ Forward Slip                                  |
| ○ Engine Run-up               | ○ Go Arouns                                     |
| ○ Taxi to Depart              | ○ After landing, parking, and securing aircraft |
| ○ Takeoff Briefing            |                                                 |

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Traffic patterns
- ☐ Forward Slips, Crabbing and side slip
- ☐ Go-around/rejected landings
- ☐ Normal/crosswind approach and landing
- ☐ After landing, parking and securing
- ☐ Situational Awareness and Non-Technical Skills

## PHASE 3 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Consistently perform safe landings with instructor assistance
- ☐ Correct for wind drift without instructor assistance
- ☐ Perform the proper radio communication and traffic pattern procedures
- ☐ Recognize the approach of a stall and use proper recovery procedures
- ☐ Follow the appropriate checklist for emergency operations

Where am I at in my training?

**STAGE 1 | PHASE 3 | LESSON 2**  
**(Lesson 9)**

**STAGE 1: PRE-SOLO**  
**PHASE 3: IMPROVING CONTROL**  
**SCENARIO 3: EMERGENCY OPERATIONS AND LANDING PRACTICE (Lesson 10)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Improve your wind correction techniques for crosswind takeoffs and landings, and learn techniques for coping with systems and equipment malfunctions, and engine failures both in cruise and immediately after takeoff

### REAL WORLD SCENARIO

You have plans to meet a business partner for a very important meeting at another airport that will make or break a deal. The pilot that just flew the airplane said that twice during their flight that at first the flaps would only extend partially, but after cycling them again they worked correctly.

### HOMEWORK

- Cessna Flight Training Content:  
[Charts Publications, Hazards, and Emergencies](#),  
[Emergency Approach and Landing](#)
- [UFS Maneuvers Guide](#)  
Re-Review Pages 27-28 on Traffic Patterns and Normal Landings, Page 30 on Go-Arounds, Pages 31-32 on Emergency Approach and Landings, and Page 37 on emergency Descents.
- RECOMMENDED EXTRA HOMEWORK**  
[Airplane Flying Handbook Ch. 9](#) Pages 9-15 to 9-20 on on Crosswind and Turbulent Air Landings

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- System and equipment malfunctions
- Simulated engine failure (in cruise)
- Simulated engine failure in a VY climb (>3,000 feet AGL)
- Simulated engine failure in a VX climb (>3,000 feet AGL)
- Simulated engine failure in a climb followed by a 180° turn to demo altitude lost in an engine failure after takeoff.
- Emergency descent

### LESSON OVERVIEW

|                                                                                                                  |                                                                                                           |
|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <b>WHERE TO GO</b><br>West Practice Area                                                                         | <b>HOW TO GET THERE</b><br>Pilotage                                                                       |
| <b>PLANNED DEVIATIONS</b><br>An Airmet TANGO on your route of flight                                             | <b>PLANNED MALFUNCTIONS</b><br>None                                                                       |
| <b>PURPOSE / PRESSURES*</b><br>Learning to deal with engine failures, and continuing to improve ability to land. | <b>RISKS*</b><br>FLYING SLOWLY NEAR THE GROUND, TRAFFIC, COMMUNICATION, EQUIPMENT ISSUES, ENGINE FAILURES |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                                                         |                                                 |
|---------------------------------------------------------|-------------------------------------------------|
| ○ Preflight complete!                                   | ○ Collision Avoidance                           |
| ○ Passenger Briefing                                    | ○ Pre Manuever Checklist                        |
| ○ Start Engine & Warm-up                                | ○ Engine Failures in Crusie and Climb Configs   |
| ○ Studnt gets taxi clearance                            | ○ The Impossible Turn – DEMO by CFI             |
| ○ Taxi to Run-up Area                                   | ○ Slow Flight                                   |
| ○ Engine Run-up                                         | ○ Power on and off Stalls                       |
| ○ Taxi to Depart                                        | ○ Emergency Descent                             |
| ○ Takeoff Briefing                                      | ○ Normal/Crosswind approaches and landings      |
| ○ Before takeoff check                                  | ○ After landing, parking, and securing aircraft |
| ○ Normal Takeoff & Climb Level Off (pitch, power, trim) |                                                 |

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Maneuvering during slow flight
- ☐ Stalls
- ☐ Simulated engine failure in a VY and VX climb attitude (at least 3,000 feet AGL)
- ☐ Emergency descent
- ☐ Touch and Go's: Traffic pattern, Normal/crosswind takeoff, approach and landing
- ☐ After landing, parking and securing
- ☐ Situational Awareness and Non-Technical Skills

## PHASE 3 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Consistently perform safe landings with instructor assistance
- ☐ Correct for wind drift without instructor assistance
- ☐ Perform the proper radio communication and traffic pattern procedures
- ☐ Recognize the approach of a stall and use proper recovery procedures
- ☐ Follow the appropriate checklist for emergency operations

Where am I at in my training?

**STAGE 1 | PHASE 3 | LESSON 3**  
**(Lesson 10)**

### Phase 3 Ground Training Checklist

|                                                                 | Instruction<br>Given | Describe | Explain |
|-----------------------------------------------------------------|----------------------|----------|---------|
| Weight and balance                                              |                      |          |         |
| Performance charts                                              |                      |          |         |
| Traffic patterns                                                |                      |          |         |
| Go-around/rejected landings                                     |                      |          |         |
| System and equipment malfunctions                               |                      |          |         |
| Simulated engine failure (at altitude)                          |                      |          |         |
| Simulated engine failure in a $V_Y$ climb (at least 3,000' AGL) |                      |          |         |
| Simulated engine failure in a $V_X$ climb (at least 3,000' AGL) |                      |          |         |
| Emergency descent                                               |                      |          |         |

### Phase 3 Proficiency Checklist

|                                                                                                                                                                  | Practice | Perform | Manage/Decide |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|---------------|
| <b>Single-pilot resource management</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>                             |          |         |               |
| <b>Risk management</b><br><i>Is able to recognize risks and uses good judgment to reduce associated risks</i>                                                    |          |         |               |
| <b>Situational awareness</b><br><i>Maintains an accurate perception and understanding of surrounding factors and flight conditions</i>                           |          |         |               |
| <b>Preflight procedures</b>                                                                                                                                      |          |         |               |
| <b>Preflight inspection</b><br><i>Performs a safe preflight inspection without instructor assistance</i>                                                         |          |         |               |
| <b>Weight and balance</b><br><i>Performs a proper weight and balance calculations</i>                                                                            |          |         |               |
| <b>Performance charts</b><br><i>Utilizes performance charts to determine takeoff and landing distance and crosswind components</i>                               |          |         |               |
| <b>Checklist usage</b><br><i>Uses checklist for preflight and all phases of flight</i>                                                                           |          |         |               |
| <b>Radio communications</b><br><i>Can effectively communicate with minimal assistance, understands pilot/controller terminology</i>                              |          |         |               |
| <b>In-flight</b>                                                                                                                                                 |          |         |               |
| <b>Normal/crosswind takeoff and climb</b><br><i>Maintains <math>V_Y</math> (+10/-5 knots), applies rudder correction for yaw and aileron correction for wind</i> |          |         |               |
| <b>Collision avoidance</b><br><i>Lifts wing and looks before turning, maintains a visual scan and awareness for other traffic</i>                                |          |         |               |
| <b>Maneuvering during slow flight</b><br><i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+10/-0 knots), bank (+/- 10°)</i>                    |          |         |               |
| <b>Stall</b><br><i>Uses rudder to control roll at high angles of attack, promptly recovers with use of pitch and power</i>                                       |          |         |               |

### Phase 3 Proficiency Checklist continued

|                                                                                                                                                                                                    |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| System and equipment malfunctions<br><i>Uses appropriate checklists and manages risk</i>                                                                                                           |  |  |  |
| Simulated engine failure ( <i>at altitude</i> )<br><i>Has emergency items memorized, performs and then confirms with the checklist, maintains best glide airspeed +10/-5 knots</i>                 |  |  |  |
| Simulated engine failure in a $V_Y$ climb attitude ( <i>at least 3,000 feet AGL</i> )<br><i>Promptly pitches for best glide airspeed and maintains +10/-5 knots, uses checklist as appropriate</i> |  |  |  |
| Simulated engine failure in a $V_X$ climb attitude ( <i>at least 3,000 feet AGL</i> )<br><i>Promptly pitches for best glide airspeed and maintains +10/-5 knots, uses checklist as appropriate</i> |  |  |  |
| Emergency descent<br><i>Airspeed and configuration as appropriate not to exceed <math>V_{NE}</math>, <math>V_{NO}</math>, <math>V_A</math> or <math>V_{FE}</math></i>                              |  |  |  |
| Traffic patterns<br><i>Knows traffic pattern altitude, maintains orientation with runway in use, uses appropriate power and flap setting, altitude +/- 150 feet, and airspeed +/- 10 knots</i>     |  |  |  |
| Crabbing<br><i>Corrects for wind drift using the crab method</i>                                                                                                                                   |  |  |  |
| Sideslip<br><i>Corrects for wind drift using a sideslip (also known as the wing-low method)</i>                                                                                                    |  |  |  |
| Forward slip<br><i>Uses idle power, uses full rudder deflection, maintains ground track, airspeed +/- 10 knots</i>                                                                                 |  |  |  |
| Go-around/rejected landing<br><i>Makes the timely decision to go around, applies full power, pitches for a safe airspeed and retracts flaps to a takeoff setting, informs tower as appropriate</i> |  |  |  |
| Normal/crosswind approach and landing<br><i>Stabilized approach (+10/-5 knots), touches down safely with instructor assistance</i>                                                                 |  |  |  |
| <b>Postflight procedures</b>                                                                                                                                                                       |  |  |  |
| After landing, parking and securing<br><i>Completes appropriate checklists, taxis the airplane back to parking and properly secures it</i>                                                         |  |  |  |

### Phase 3 Proficiency completion standards:

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 3 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and
  - Your instructor has evaluated and assessed your performance at the desired level as Explain, and Perform or Manage/Decide, as appropriate

**STAGE 1: PRE-SOLO**  
**PHASE 4: PREPARING FOR SOLO FLIGHT**  
**SCENERIO 1: USING YOUR INSTRUMENTS TO CONTROL THE AIRPLANE (Lesson 11)**

**SUGGESTED SIM LESSON**

United Flight Systems



www.unitedflight.com | 281-376-0357

**LESSON OBJECTIVE**

Build the skills to handle situations such as lowering visibility or pilot disorientation and use GPS as an aid for situational awareness (if installed), practice ground reference maneuvers and safely handling system and equipment malfunctions

**REAL WORLD SCENARIO**

Build the skills to handle situations such as lowering visibility or pilot disorientation and use GPS as an aid for situational awareness, practice ground reference maneuvers and safely handling system and equipment malfunctions

**HOMEWORK**

- Cessna Flight Training Content: [Flight Instruments and Cockpit Displays](#), [GPS](#), [Lost Procedures and Emergency Instrument Skills](#)
- [UFS Maneuvers Guide](#): Pages 38-40 on Rectangular Course, Turns Around a Point, and S-Turns, Page 47 on Basic Attitude Instrument Flying for Non-Instrument Pilots.

**RECOMMENDED EXTRA HOMEWORK**

- [Airplane Flying Handbook Ch. 7](#) - Pages 7-5 to 7-10 on Rectangular Course, S-Turns, and Turns Around a Point

**LESSON SCHEDULE**

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

**NEW FOR THIS LESSON**

- Controlled flight into terrain awareness
- Straight-and-level flight (IR)
- Constant airspeed climbs and descents (IR)
- Turns to a heading (IR)
- 180° turn (IR)
- Emergency communications and ATC resources
- Failed radio communications and ATC light signals
- GPS direct-to/nearest airport functions

**LESSON OVERVIEW**

|                                                                               |                                                        |
|-------------------------------------------------------------------------------|--------------------------------------------------------|
| <b>WHERE TO GO</b>                                                            | <b>HOW TO GET THERE</b>                                |
| SIM or West Practice Area                                                     | Pilotage, GPS                                          |
| <b>PLANNED DEVIATIONS</b>                                                     | <b>PLANNED MALFUNCTIONS</b>                            |
| None                                                                          | Carb ice, instrument/radio failure, alternator failure |
| <b>PURPOSE / PRESSURES*</b>                                                   | <b>RISKS*</b>                                          |
| Learning to deal with inadvertently entering IMC and various systems failures | MARGINAL WEATHER, DISORIENTATION, COMMS ISSUES         |

*\*REAL OR SIMULATED*

**FLIGHT PROFILE**

- |                                |                                              |
|--------------------------------|----------------------------------------------|
| ○ Preflight complete!          | ○ Pre Manuever Checklist                     |
| ○ Passenger Briefing           | ○ Straight-and-level flight (IR)             |
| ○ Start Engine & Warm-up       | ○ Constant airspeed climbs and descents (IR) |
| ○ Student gets taxi clearance  | ○ Turns to a heading (IR)                    |
| ○ Taxi to Run-up Area          | ○ 180° turn (IR)                             |
| ○ Engine Run-up                | ○ Turns Around A Point, S                    |
| ○ Taxi to Depart               | Turns, and Rectangular Course                |
| ○ Takeoff Briefing (SIM START) | ○ Normal/Crosswind                           |
| ○ Before takeoff check         | approaches and landings                      |
| ○ Normal Takeoff & Climb       | ○ After landing, parking, and                |
| Level Off (pitch, power, trim) | securing aircraft                            |
| ○ Collision Avoidance          |                                              |

**INSTRUCTOR CHECKLIST**

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Basic instrument maneuvers (IR): Straight-and-level flight, 180 turn, GPS Direct (if installed)
- ☐ Controlled flight into terrain and situational awareness
- ☐ Emergency communications and ATC resources
- ☐ System and equipment malfunctions
- ☐ Failed radio communications and ATC light signals
- ☐ Ground Reference Maneuvers: Turns Around a point, S turns, Rectangular Course
- ☐ Situational Awareness and Non-Technical Skills

**PHASE 4 COMPLETION STANDARDS**

**STUDENT MUST BE ABLE TO:**

- ☐ Manage all aspects of preflight prep & decide if the flight is safe to complete
- ☐ Consistently/safely control the airplane in all phases of flight using proper ground, radio and traffic pattern procedures for towered/non-towered airports
- ☐ Recognize & correctly use emergency memory items & confirm with checklist
- ☐ Consistently perform safe takeoffs and landings without instructor assistance
- ☐ Demonstrate the aeronautical knowledge necessary for solo flight operations
- ☐ Score >70% on the pre-solo knowledge test, correct it with your CFI to 100%

**Where am I at in my training?**

**STAGE 1 | PHASE 4 | LESSON 1**  
**(Lesson 11)**

**STAGE 1: PRE-SOLO**  
**PHASE 4: PREPARING FOR SOLO FLIGHT**  
**SCENERIO 2: HANDLING THE UNEXPECTED (Lesson 12)**

**SUGGESTED SIM LESSON**

United Flight Systems



www.unitedflight.com | 281-376-0357

**LESSON OBJECTIVE**

Gain proficiency in handling unexpected and emergency situations

**REAL WORLD SCENARIO**

You plan to pick your mother up at a nearby airport. You've encountered a headwind on the way and are running late. Your mother seems impatient and has already had travel delays. You were hoping to check the weather, but if you leave now you will get back 15 minutes before sunset.

**HOMEWORK**

- Cessna Flight Training Content:  
[Aviation Rules and Terminology](#), [Direct-To and Nearest Airport Functions](#)
- [UFS Maneuvers Guide](#):  
Pages 31- 32 on Emergency Approach and Landing
- RECOMMENDED EXTRA HOMEWORK**
- [Airplane Flying Handbook Ch. 18](#) – Pages 18-1 to 18-11 on Emergency Landings, Engine Failures After Takeoff, and other Emergencies.

**LESSON SCHEDULE**

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

**NEW FOR THIS LESSON**

- Wind shear awareness and recovery procedures
- Wake turbulence avoidance
- Emergency approach and landing (simulated)
- Engine failure during takeoff roll (simulated)

**LESSON OVERVIEW**

| WHERE TO GO                                                            | HOW TO GET THERE                                                 |
|------------------------------------------------------------------------|------------------------------------------------------------------|
| SIM or West Practice Area                                              | Pilotage, GPS                                                    |
| PLANNED DEVIATIONS                                                     | PLANNED MALFUNCTIONS                                             |
| Low visibility enroute, sunset approaching.                            | Engine failure, radio failure, nav lights noted as "inop"        |
| PURPOSE / PRESSURES*                                                   | RISKS*                                                           |
| Learn to deal with the unexpected and how to respond to them properly. | SURPRISES, REACTING INCORRECTLY, RUNWAY INCURSIONS, CFIT, SUNSET |

*\*REAL OR SIMULATED*

**FLIGHT PROFILE**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Preflight complete!</li> <li>Passenger Briefing</li> <li>Start Engine &amp; Warm-up</li> <li>Student gets taxi clearance</li> <li>Taxi to Run-up Area</li> <li>Engine Run-up</li> <li>Taxi to Depart</li> <li>Takeoff Briefing (SIM START)</li> <li>Before takeoff check</li> <li>Normal Takeoff &amp; Climb</li> <li>Level Off (pitch, power, trim)</li> <li>CFIT Avoidance</li> <li>Pre Manuever Checklist</li> <li>Slow Flight</li> </ul> | <ul style="list-style-type: none"> <li>Stalls with focus on spin awareness</li> <li>Simulated Equipment/Comms Failures</li> <li>Emergency Descent</li> <li>Emergency Communications and ATC responses</li> <li>Normal/Crosswind approaches, landings and go arounds</li> <li>After landing, parking, and securing aircraft</li> </ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**INSTRUCTOR CHECKLIST**

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Maneuvering during slow flight
- ☐ Spin awareness and recovery procedures
- ☐ Emergency approach and landing (simulated)
- ☐ Emergency descent
- ☐ Engine failure during takeoff roll (simulated)
- ☐ Failed radio communications and ATC light signals
- ☐ Touch and Go's: Traffic pattern, Normal/crosswind takeoff, approach and landing
- ☐ Situational Awareness and Non-Technical Skills

**PHASE 4 COMPLETION STANDARDS**

**STUDENT MUST BE ABLE TO:**

- ☐ Manage all aspects of preflight prep & decide if the flight is safe to complete
- ☐ Consistently/safely control the airplane in all phases of flight using proper ground, radio and traffic pattern procedures for towered/non-towered airports
- ☐ Recognize & correctly use emergency memory items & confirm with checklist
- ☐ Consistently perform safe takeoffs and landings without instructor assistance
- ☐ Demonstrate the aeronautical knowledge necessary for solo flight operations
- ☐ Score >70% on the pre-solo knowledge test, correct it with your CFI to 100%

Where am I at in my training?

**STAGE 1 | PHASE 4 | LESSON 2**  
**(Lesson 12)**

**STAGE 1: PRE-SOLO**  
**PHASE 4: PREPARING FOR SOLO FLIGHT**  
**SCENERIO 3: GETTING READY FOR SOLO FLIGHT (Lesson 13)**



**LESSON OBJECTIVE**

Recover from unusual flight attitudes and polish your skills for the progress check before your first solo flight. This is also a final opportunity to prepare for your Pre-Solo Stage Check!

**REAL WORLD SCENARIO**

The weather at your destination is reporting marginal VFR; you plan to fly yourself to an important regional airline interview that you've been trying to get for months. You have the option of driving, but want to impress the interviewers by flying in.

**HOMEWORK**

- Cessna Flight Training Content: [Airspace](#), [Recovery from Unusual Attitudes](#)
- [UFS Maneuvers Guide](#):  
Pages 51 on Unusual Attitude Recoveries

**RECOMMENDED EXTRA HOMEWORK**

- [Airplane Flying Handbook Ch. 18](#) – Pages 18-17 to 18-23 on Inadvertent VFR Flight Into IMC

**LESSON SCHEDULE**

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-20 MINS       | WATER AND BIO BREAK            |
| T-10 MINS       | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 012 MINS | PREFLIGHT DISCUSSION           |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT             |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

**NEW FOR THIS LESSON**

- Recovery from unusual flight attitudes (IR)

**LESSON OVERVIEW**

| WHERE TO GO                                                            | HOW TO GET THERE                                                       |
|------------------------------------------------------------------------|------------------------------------------------------------------------|
| West Practice Area                                                     | Pilotage, GPS                                                          |
| PLANNED DEVIATIONS                                                     | PLANNED MALFUNCTIONS                                                   |
| Haze, lowering cloud layer, mist on the windshield.                    | Engine failure, carb ice, instrument/radio failure, alternator failure |
| PURPOSE / PRESSURES*                                                   | RISKS*                                                                 |
| Learn to deal with the unexpected and how to respond to them properly. | MARGINAL WEATHER, LOW LEVEL FLIGHT, TRAFFIC, DISORIENTATION            |

\*REAL OR SIMULATED

**FLIGHT PROFILE**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Preflight complete!</li> <li>Passenger Briefing</li> <li>Start Engine &amp; Warm-up</li> <li>Student gets taxi clearance</li> <li>Taxi to Run-up Area</li> <li>Engine Run-up</li> <li>Taxi to Depart</li> <li>Takeoff Briefing</li> <li>Before takeoff check</li> <li>Normal Takeoff &amp; Climb</li> <li>Level Off (pitch, power, trim)</li> <li>Pre Manuever Checklist</li> <li>Slow Flight</li> <li>Stalls with focus on spin awareness</li> <li>Straight-and-level flight (IR)</li> </ul> | <ul style="list-style-type: none"> <li>Climb, turns, descents (IR)</li> <li>180° turn (IR)</li> <li>GPS direct-to/nearest airport function (IR)</li> <li>Steep turns</li> <li>System malfunctions</li> <li>Emergency descent</li> <li>Emergency approach and landing (simulated)</li> <li>Ground reference maneuvers</li> <li>Normal/Crosswind approaches, landings and go arounds</li> <li>Forward slip to a landing</li> <li>After landing, parking, and securing aircraft</li> </ul> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**INSTRUCTOR CHECKLIST**

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Touch and Go's: Traffic pattern, Normal/crosswind takeoff, approach and landing
- ☐ Steep turns
- ☐ Maneuvering during slow flight
- ☐ Power-off stalls (landing configuration) and Power-on stalls (takeoff configuration)
- ☐ GPS direct-to/nearest airport functions (if installed) (VR-IR)
- ☐ Emergency approach and landing (simulated)
- ☐ Emergency descent
- ☐ Situational Awareness and Non-Technical Skills

**PHASE 4 COMPLETION STANDARDS**

**STUDENT MUST BE ABLE TO:**

- ☐ Manage all aspects of preflight prep & decide if the flight is safe to complete
- ☐ Consistently/safely control the airplane in all phases of flight using proper ground, radio and traffic pattern procedures for towered/non-towered airports
- ☐ Recognize & correctly use emergency memory items & confirm with checklist
- ☐ Consistently perform safe takeoffs and landings without instructor assistance
- ☐ Demonstrate the aeronautical knowledge necessary for solo flight operations
- ☐ Score >70% on the pre-solo knowledge test, correct it with your CFI to 100%

Where am I at in my training?

**STAGE 1 | PHASE 4 | LESSON 3**  
**(Lesson 13)**

### Phase 4 Ground Training Checklist

|                                                                   | Instruction<br>Given | Describe | Explain |
|-------------------------------------------------------------------|----------------------|----------|---------|
| School safety practices and procedures                            |                      |          |         |
| Airworthiness                                                     |                      |          |         |
| Preflight preparation and inspection                              |                      |          |         |
| Airplane performance and operating limitations                    |                      |          |         |
| Fueling                                                           |                      |          |         |
| Fuel reserves                                                     |                      |          |         |
| VFR weather minimums                                              |                      |          |         |
| VFR cruising altitudes                                            |                      |          |         |
| Minimum safe altitudes                                            |                      |          |         |
| Careless and/or reckless operation                                |                      |          |         |
| Radio procedures                                                  |                      |          |         |
| Right-of-way rules                                                |                      |          |         |
| Failed radio communications and ATC light signals                 |                      |          |         |
| Emergency procedures (including carburetor icing, if appropriate) |                      |          |         |
| Collision avoidance                                               |                      |          |         |
| Practice area locations                                           |                      |          |         |
| Traffic pattern                                                   |                      |          |         |
| Solo flight restrictions                                          |                      |          |         |
| Required certificate and logbook endorsements                     |                      |          |         |
| Controlled flight into terrain awareness                          |                      |          |         |
| 180° turn (IR)                                                    |                      |          |         |
| Emergency communications and ATC resources                        |                      |          |         |
| GPS direct-to/nearest airport functions ( <i>if installed</i> )   |                      |          |         |
| Wind shear awareness and recovery procedures                      |                      |          |         |
| Wake turbulence avoidance                                         |                      |          |         |
| Emergency approach and landing (simulated)                        |                      |          |         |
| Engine failure during takeoff roll (simulated)                    |                      |          |         |
| Recovery from unusual flight attitudes (IR)                       |                      |          |         |

### Phase 4 Proficiency Checklist

|                                                                                                                                            | Practice | Perform | Manage/<br>Decide |
|--------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|-------------------|
|                                                                                                                                            |          |         |                   |
| <b>Single-pilot resource management (SRM)</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i> |          |         |                   |
| Controlled flight into terrain awareness<br><i>Demonstrates awareness of relation to obstacles and terrain</i>                             |          |         |                   |
| Task management<br><i>Prioritizes and selects the most appropriate tasks</i>                                                               |          |         |                   |
| Risk management<br><i>Maintains situational awareness, problem recognition and good judgment to reduce associated risks</i>                |          |         |                   |

## Phase 4 Proficiency Checklist continued

|                                                                                                                                                                                                                                                      |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <b>Preflight procedures</b>                                                                                                                                                                                                                          |  |  |  |
| Preflight inspection<br><i>Performs a safe preflight inspection without instructor assistance</i>                                                                                                                                                    |  |  |  |
| Weight and balance<br><i>Performs a proper weight and balance calculation</i>                                                                                                                                                                        |  |  |  |
| Performance charts<br><i>Utilizes performance charts to determine takeoff and landing distance and crosswind components</i>                                                                                                                          |  |  |  |
| Checklist usage<br><i>Uses checklist for preflight and all phases of flight</i>                                                                                                                                                                      |  |  |  |
| Emergency equipment and survival gear<br><i>Carries sufficient equipment and gear for the environmental conditions</i>                                                                                                                               |  |  |  |
| Positive exchange of flight controls<br><i>Uses a 3-point verification system to confirm control of the airplane</i>                                                                                                                                 |  |  |  |
| Crosswind taxi<br><i>Uses proper crosswind corrections while taxiing</i>                                                                                                                                                                             |  |  |  |
| <b>In-flight</b>                                                                                                                                                                                                                                     |  |  |  |
| Normal/crosswind takeoff and climb<br><i>Smooth, unassisted takeoff, airspeed <math>V_Y \pm 5</math> knots</i>                                                                                                                                       |  |  |  |
| Use of trim<br><i>Uses trim as appropriate, applies <u>after</u> setting desired pitch and power</i>                                                                                                                                                 |  |  |  |
| Collision avoidance<br><i>Maintains situational awareness in relation to traffic in the area</i>                                                                                                                                                     |  |  |  |
| Maneuvering during slow flight<br><i>Maintains altitude (+/- 150 feet), heading (+/- 10°), airspeed (+10/-0 knots), bank (+/- 10°)</i>                                                                                                               |  |  |  |
| Spin awareness and recovery procedures<br><i>Knows spin recovery procedures and can recite in flight</i>                                                                                                                                             |  |  |  |
| Power-off stall (landing configuration)<br><i>Establishes a stabilized descent at approach airspeed in the landing configuration, simulates stall at desired altitude, heading (+/- 10°), does not lose more than 400 feet during stall recovery</i> |  |  |  |
| Power-on stall (takeoff/climb configuration)<br><i>Demonstrates using 65% available power, recognizes and recovers promptly by simultaneously reducing angle of attack and increasing power as appropriate</i>                                       |  |  |  |
| Steep turns<br><i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+/- 10 knots), bank (+/- 10°)</i>                                                                                                                                  |  |  |  |
| Basic instrument maneuvers (IR)<br><i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>                                                                                                                              |  |  |  |
| 180° turn (IR)<br><i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>                                                                                                                                               |  |  |  |
| Recovery from unusual flight attitudes (IR)<br><i>Uses coordinated control inputs to return to stabilized flight</i>                                                                                                                                 |  |  |  |
| GPS direct-to /nearest airport functions (VR-IR) (if installed)<br><i>Can operate the GPS without assistance</i>                                                                                                                                     |  |  |  |
| Emergency communications and ATC resources<br><i>Can utilize the radio for emergency communications and ATC resources</i>                                                                                                                            |  |  |  |
| Emergency approach and landing (simulated)<br><i>Establishes best glide airspeed +10/-5 knots, picks the best landing site, completes and verifies the appropriate checklist</i>                                                                     |  |  |  |
| Emergency descent<br><i>Airspeed and configuration as appropriate not to exceed <math>V_{NE}</math>, <math>V_{NO}</math>, <math>V_A</math> or <math>V_{FE}</math></i>                                                                                |  |  |  |
| Engine failure during takeoff roll (simulated)<br><i>Closes the throttle to idle, applies maximum aerodynamic braking, communicates as appropriate</i>                                                                                               |  |  |  |
| System and equipment malfunctions<br><i>Recognizes, analyzes and uses the appropriate checklist</i>                                                                                                                                                  |  |  |  |
| Failed radio communications and ATC light signals<br><i>Can input appropriate transponder code and interpret ATC light signals</i>                                                                                                                   |  |  |  |
| Turns around a point<br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                                                                                            |  |  |  |

### Phase 4 Proficiency Checklist continued

|                                                                                                                                                                                                                                                         |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <b>S-turns</b><br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                                                                                                     |  |  |  |
| <b>Rectangular course</b><br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                                                                                          |  |  |  |
| <b>Traffic patterns</b><br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                                                                                            |  |  |  |
| <b>Forward slip to a landing</b><br><i>Maintains ground track, maintains crosswind correction and directional control throughout</i>                                                                                                                    |  |  |  |
| <b>Go around/rejected landing</b><br><i>Makes a timely decision to discontinue the approach to landing, applies takeoff power immediately and transitions to climb pitch attitude for <math>V_Y</math> and maintains <math>V_Y + 10/-5</math> knots</i> |  |  |  |
| <b>Normal/crosswind approach and landing</b><br><i>Consistently and safely controls the airplane using proper wind correction techniques, safety is never in question</i>                                                                               |  |  |  |
| <b>Postflight procedures</b>                                                                                                                                                                                                                            |  |  |  |
| <b>After landing, parking and securing</b><br><i>Taxis, parks and secures the airplane without assistance</i>                                                                                                                                           |  |  |  |

### Phase 4 Proficiency completion standards:

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 4 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and
  - Your instructor has evaluated and assessed your performance at the desired level as Explain, and Perform or Manage/Decide, as appropriate

**STAGE 1: PRE-SOLO**  
**PHASE 5: SOLO FLIGHT**  
**SCENERIO 1: PRE-SOLO STAGE CHECK (Lesson 14)**

United Flight Systems



**LESSON OBJECTIVE**

This is an exciting stage in your flight training – you are about to fly solo for the first time! Today you will demonstrate to a designated instructor that you can safely fly the airplane solo.

**REAL WORLD SCENARIO**

You are to demonstrate the skills listed below to the designated instructor to confirm that you are safe to operate solo

**HOMEWORK**

- Complete the [UFS Phase 5 Progress Check Quiz](#) and be prepared to discuss your answers.

**RECOMMENDED EXTRA HOMEWORK**

- Review the [UFS Manuvers Guide](#) and be prepared to demonstrate Normal Takeoffs, Basic Instrument Manuvers, Slowflight, Stalls, Steep Turns, Emergency Operations, Flying the Traffic Pattern by the evaluator.

**LESSON SCHEDULE**

|                 |                               |
|-----------------|-------------------------------|
| T-30 MINS       | STUDENT ARRIVES               |
| T-20 MINS       | WATER AND BIO BREAK           |
| T-10 MINS       | CHECK IN WITH DISPATCHER      |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR        |
| 000 to 012 MINS | PREFLIGHT DISCUSSION          |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT            |
| 030 to 120 MINS | FLIGHT LESSON                 |
| 120 to 150 MINS | POST FLIGHT DEBRIEF & LOGBOOK |

**TESTING YOUR KNOWLEDGE**

- Regulations applicable to student pilot (Part 61, Part 91)
- Appropriate logbook and certificate endorsements
- Student pilot limitations
- Safety procedures and practices
- Certificates and documents
- Systems
- Airworthiness requirements
- Weight and balance Performance and limitations
- Wake turbulence and Wind shear awareness and recovery procedures

**LESSON OVERVIEW**

|                                                                                    |                                                                                                       |
|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <b>WHERE TO GO</b><br>West Practice Area                                           | <b>HOW TO GET THERE</b><br>Pilotage, GPS                                                              |
| <b>PLANNED DEVIATIONS</b><br>None.                                                 | <b>PLANNED MALFUNCTIONS</b><br>Engine failure, carb ice, instrument/radio failure, alternator failure |
| <b>PURPOSE / PRESSURES*</b><br>Demonstrate all of the skills required to fly solo! | <b>RISKS*</b><br>STRESS FROM BEING EVALUATED                                                          |
| <i>*REAL OR SIMULATED</i>                                                          |                                                                                                       |

**FLIGHT PROFILE**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Preflight complete!</li> <li>Passenger Briefing</li> <li>Start Engine &amp; Warm-up</li> <li>Student gets taxi clearance</li> <li>Taxi to Run-up Area</li> <li>Engine Run-up</li> <li>Taxi to Depart</li> <li>Takeoff Briefing</li> <li>Before takeoff check</li> <li>Normal Takeoff &amp; Climb</li> <li>Level Off (pitch, power, trim)</li> <li>Pre Manuever Checklist</li> <li>Slow Flight</li> <li>Power-On and Power-Off</li> <li>Stalls</li> <li>Straight-and-level flight (IR)</li> </ul> | <ul style="list-style-type: none"> <li>Climb, turns, descents (IR)</li> <li>180° turn (IR)</li> <li>GPS direct-to/nearest airport function (IR)</li> <li>Steep turns</li> <li>System malfunctions</li> <li>Emergency descent</li> <li>Emergency approach and landing (simulated)</li> <li>Ground reference maneuvers</li> <li>Normal/Crosswind approaches, landings and go arounds</li> <li>Forward slip to a landing</li> <li>After landing, parking, and securing aircraft</li> </ul> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**INSTRUCTOR CHECKLIST**

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Touch and Go's: Traffic pattern, Normal/crosswind takeoff, approach and landing
- ☐ Steep turns
- ☐ Maneuvering during slow flight
- ☐ Power-off stalls (landing configuration) and Power-on stalls (takeoff configuration)
- ☐ GPS direct-to/nearest airport functions (if installed) (VR-IR)
- ☐ Emergency approach and landing (simulated)
- ☐ Emergency descent
- ☐ Situational Awareness and Non-Technical Skills

**PHASE 5 COMPLETION STANDARDS**

**STUDENT MUST BE ABLE TO:**

- ☐ Consistently and safely control the airplane in all phases of flight by yourself using proper ground, radio and traffic pattern entry/departure procedures for towered/non-towered airports
- ☐ Recognize and correctly apply emergency memory items and checklists as appropriate
- ☐ Pass the Progress Check
- ☐ Successfully complete your first solo flights!

**Where am I at in my training?**

**STAGE 1 | PHASE 5 | LESSON 1**  
**(Lesson 14)**

**STAGE 1: PRE SOLO**  
**PHASE 5: SOLO FLIGHT**  
**SCENERIO 2: YOUR FIRST SOLO FLIGHT (Lesson 15A)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

To complete three landings (to a full stop) as pilot in command during your first solo flight in the traffic pattern.

### REAL WORLD SCENARIO

You have family members in from out of town to watch your first solo flight. The wind is 12 knots at a 20° angle to the runway.

### HOMEWORK

- The pre-Solo Stage Check and all prerequisites must be successfully completed before this lesson.
- Cessna Flight Training Content: [Solo Flight](#)
- Review the weather forecast for the day of the flight and be prepared to discuss your go or no-go decision with your with your instructor.

#### RECOMMENDED EXTRA HOMEWORK

- Review the [UFS Manuvers Guide](#) Page

### LESSON SCHEDULE

|                 |                            |
|-----------------|----------------------------|
| T-30 MINS       | STUDENT ARRIVES            |
| T-20 MINS       | WATER AND BIO BREAK        |
| T-10 MINS       | CHECK IN WITH DISPATCHER   |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR     |
| 000 to 012 MINS | PREFLIGHT DISCUSSION       |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT         |
| 030 to 090 MINS | DUAL FLIGHT LESSON         |
| 090 to 120 MINS | SOLO FLIGHT                |
| 120 to 150 MINS | DEBRIEF, LOGBOOK AND PHOTO |

### NEW FOR THIS LESSON

The goal of the flight today is to have your fly the traffic pattern as PIC for the very first time!

You will demonstrate a series of takeoffs, landings, and go arounds to your instructor, they they will get out of the aircraft and you will go back out to perform 3 takeoffs and landings solo!

### LESSON OVERVIEW

| WHERE TO GO                                                                                                                                                          | HOW TO GET THERE                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Airport of instructors choice                                                                                                                                        | Pilotage and or GPS                                                        |
| PLANNED DEVIATIONS                                                                                                                                                   | PLANNED MALFUNCTIONS                                                       |
| None                                                                                                                                                                 | None                                                                       |
| PURPOSE / PRESSURES*                                                                                                                                                 | RISKS*                                                                     |
| Managing all aspects of the flight, communication in the airport traffic pattern, and dealing with the natural feelings that may arise during your first solo flight | External Pressures to complete the flight. Flying solo for the first time. |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- Appropriate logbook endorsements
- Preflight inspection
- Checklist usage
- Runway incursion avoidance
- Normal take off and climb
- Traffic pattern
- Go-around/rejected landing
- Normal approach and landing without instructor assistance
- Instructor drop off
- Obtain new atis
- Solo take off
- Solo landings
- Solo taxi back to instructor
- After landing, parking and securing

### INSTRUCTOR CHECKLIST

- ☐ Pre-solo briefing
- ☐ Pre-solo written exam
- ☐ Appropriate logbook and certificate endorsements
- ☐ Proficiency Checklist
- ☐ Solo takeoffs and landings
- ☐ Design solo shirt
- ☐ Log lesson
- ☐ Take milestone photo

## PHASE 5 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Consistently and safely control the airplane in all phases of flight by yourself using proper ground, radio and traffic pattern entry/departure procedures for towered/non-towered airports
- ☐ Recognize and correctly apply emergency memory items and checklists as appropriate
- ☐ Pass the Progress Check
- ☐ Successfully complete your first solo flights!

Where am I at in my training?

**STAGE 1 | PHASE 5 | LESSON 2**  
**(Lesson 15A)**

**STAGE 1: PRE SOLO**  
**PHASE 5: SOLO FLIGHT**  
**SCENARIO 3: YOUR SECOND SOLO FLIGHT (Lesson 15B)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

This second supervised solo flight will increase confidence and ability in the traffic pattern operation. Complete three solo landings to a full stop.

### REAL WORLD SCENARIO

You are conducting your second solo flight. The wind is 12 knots at a 40° angle to the runway

### HOMEWORK

- Review the weather forecast for the day of the flight and be prepared to discuss your go or no-go decision with your with your instructor.

#### RECOMMENDED EXTRA HOMEWORK

- Review the [UFS Manuvers Guide](#)

### LESSON SCHEDULE

|                 |                          |
|-----------------|--------------------------|
| T-30 MINS       | STUDENT ARRIVES          |
| T-20 MINS       | WATER AND BIO BREAK      |
| T-10 MINS       | CHECK IN WITH DISPATCHER |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR   |
| 000 to 012 MINS | PREFLIGHT DISCUSSION     |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT       |
| 030 to 090 MINS | DUAL FLIGHT LESSON       |
| 090 to 120 MINS | SOLO FLIGHT              |
| 120 to 150 MINS | DEBRIEF AND LOGBOOK      |

### NEW FOR THIS LESSON

The goal of the flight today is for you to continue building your confidence in operating solo!

You will demonstrate a series of takeoffs, landings, and go arounds to your instructor, they they will get out of the aircraft and you will go back out to perform 3 takeoffs and landings solo!

### LESSON OVERVIEW

| WHERE TO GO                                                                                                                                                                                                                                          | HOW TO GET THERE     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Airport of instructors choice                                                                                                                                                                                                                        | Pilotage and or GPS  |
| PLANNED DEVIATIONS                                                                                                                                                                                                                                   | PLANNED MALFUNCTIONS |
| None                                                                                                                                                                                                                                                 | None                 |
| PURPOSE / PRESSURES*                                                                                                                                                                                                                                 | RISKS*               |
| Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, traffic; runway incursions; communication in the airport traffic pattern; and the natural feelings that may arise during your second solo flight |                      |

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- |                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Appropriate logbook endorsements</li> <li>Preflight inspection</li> <li>Checklist usage</li> <li>Runway incursion avoidance</li> <li>Normal take off and climb</li> <li>Traffic pattern</li> <li>Go-around/rejected landing</li> </ul> | <ul style="list-style-type: none"> <li>Normal approach and landing without instructor assistance</li> <li>Instructor drop off</li> <li>Obtain new atis</li> <li>Solo take off</li> <li>Solo landings</li> <li>Solo taxi back to instructor</li> <li>After landing, parking and securing</li> </ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### INSTRUCTOR CHECKLIST

- ☐ Pre-solo briefing
- ☐ Appropriate logbook and certificate endorsements
- ☐ Proficiency Checklist
- ☐ Solo takeoffs and landings
- ☐ Log lesson

## PHASE 5 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Consistently and safely control the airplane in all phases of flight by yourself using proper ground, radio and traffic pattern entry/departure procedures for towered/non-towered airports
- ☐ Recognize and correctly apply emergency memory items and checklists as appropriate
- ☐ Pass the Progress Check
- ☐ Successfully complete your first solo flights!

Where am I at in my training?

**STAGE 1 | PHASE 5 | LESSON 3**  
**(Lesson 15B)**

**STAGE 1: PRE SOLO**  
**PHASE 5: SOLO FLIGHT**  
**SCENERIO 4: YOUR THIRD SOLO FLIGHT (Lesson 15C)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

This third supervised solo flight will increase confidence and ability in the traffic pattern operation. Complete three solo landings to a full stop.

### REAL WORLD SCENARIO

This is your third time to fly solo in the traffic pattern.

### HOMEWORK

Review the weather forecast for the day of the flight and be prepared to discuss your go or no-go decision with your with your instructor.

#### RECOMMENDED EXTRA HOMEWORK

- Review the [UFS Manuvers Guide](#)

### LESSON SCHEDULE

|                 |                          |
|-----------------|--------------------------|
| T-30 MINS       | STUDENT ARRIVES          |
| T-20 MINS       | WATER AND BIO BREAK      |
| T-10 MINS       | CHECK IN WITH DISPATCHER |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR   |
| 000 to 012 MINS | PREFLIGHT DISCUSSION     |
| 012 to 030 MINS | PREFLIGHT AIRCRAFT       |
| 030 to 090 MINS | DUAL FLIGHT LESSON       |
| 090 to 120 MINS | SOLO FLIGHT              |
| 120 to 150 MINS | DEBRIEF AND LOGBOOK      |

### NEW FOR THIS LESSON

The goal of the flight today is for you to continue building your confidence in operating solo!

You will demonstrate a series of takeoffs, landings, and go arounds to your instructor, they they will get out of the aircraft and you will go back out to perform 3 takeoffs and landings solo!

### LESSON OVERVIEW

| WHERE TO GO                                                                                                                                                                                                                                         | HOW TO GET THERE     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Airport of instructors choice                                                                                                                                                                                                                       | Pilotage and or GPS  |
| PLANNED DEVIATIONS                                                                                                                                                                                                                                  | PLANNED MALFUNCTIONS |
| None                                                                                                                                                                                                                                                | None                 |
| PURPOSE / PRESSURES*                                                                                                                                                                                                                                | RISKS*               |
| Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, traffic; runway incursions; communication in the airport traffic pattern; and the natural feelings that may arise during your third solo flight |                      |

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- Appropriate logbook endorsements
- Preflight inspection
- Checklist usage
- Runway incursion avoidance
- Normal take off and climb
- Traffic pattern
- Go-around/rejected landing
- Normal approach and landing without instructor assistance
- Instructor drop off
- Obtain new atis
- Solo take off
- Solo landings
- Solo taxi back to instructor
- After landing, parking and securing

### INSTRUCTOR CHECKLIST

- ☐ Pre-solo briefing
- ☐ Appropriate logbook and certificate endorsements
- ☐ Proficiency Checklist
- ☐ Solo takeoffs and landings
- ☐ Log lesson

## PHASE 5 COMPLETION STANDARDS

#### STUDENT MUST BE ABLE TO:

- ☐ Consistently and safely control the airplane in all phases of flight by yourself using proper ground, radio and traffic pattern entry/departure procedures for towered/non-towered airports
- ☐ Recognize and correctly apply emergency memory items and checklists as appropriate
- ☐ Pass the Progress Check
- ☐ Successfully complete your first solo flights!

Where am I at in my training?

**STAGE 1 | PHASE 5 | LESSON 4**  
**(Lesson 15C)**

## Phase 5 Proficiency Checklist

|                                                                                                                                                                                                                                                                | Practice | Perform | Manage/Decide |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|---------------|
| <b>*Stage Check*</b><br><i>Satisfactorily passes the *Stage Check*</i>                                                                                                                                                                                         |          |         |               |
| <b>Single-pilot resource management (SRM)</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>                                                                                                                     |          |         |               |
| <b>Preflight procedures</b>                                                                                                                                                                                                                                    |          |         |               |
| Preflight inspection<br><i>Performs a safe preflight inspection without assistance</i>                                                                                                                                                                         |          |         |               |
| Appropriate logbook and certificate endorsements<br><i>Receives appropriate solo endorsements</i>                                                                                                                                                              |          |         |               |
| Weight and balance<br><i>Computes weight and CG for takeoff and landing</i>                                                                                                                                                                                    |          |         |               |
| Performance charts<br><i>Computes takeoff and landing performance</i>                                                                                                                                                                                          |          |         |               |
| Checklist usage<br><i>Utilizes and verifies checklist</i>                                                                                                                                                                                                      |          |         |               |
| Radio communications<br><i>Performs effective radio communications without assistance</i>                                                                                                                                                                      |          |         |               |
| Runway incursion avoidance<br><i>Uses best procedures for operation planning and maintaining situational awareness during taxi</i>                                                                                                                             |          |         |               |
| Crosswind taxi<br><i>Appropriately corrects for crosswind during taxi</i>                                                                                                                                                                                      |          |         |               |
| <b>In-flight</b>                                                                                                                                                                                                                                               |          |         |               |
| Normal/crosswind takeoff and climb<br><i>Maintains takeoff power and <math>V_Y</math> (+10/-5 knots)</i>                                                                                                                                                       |          |         |               |
| Use of trim<br><i>Uses trim as appropriate, applies <u>after</u> setting desired pitch and power</i>                                                                                                                                                           |          |         |               |
| Collision avoidance<br><i>Maintains situational awareness in relation to traffic in the area</i>                                                                                                                                                               |          |         |               |
| Traffic patterns<br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                                                                                                          |          |         |               |
| Go around/rejected landing (if necessary)<br><i>Makes a timely decision to discontinue the approach to landing, applies takeoff power immediately and transitions to climb pitch attitude for <math>V_Y</math> and maintains <math>V_Y</math> +10/-5 knots</i> |          |         |               |
| Solo landings (to a full stop)<br><i>Safely completes three solo landings to a full stop</i>                                                                                                                                                                   |          |         |               |
| <b>Postflight procedures</b>                                                                                                                                                                                                                                   |          |         |               |
| After landing, parking and securing<br><i>Taxis, parks and secures the airplane without assistance</i>                                                                                                                                                         |          |         |               |

### Phase 5 Proficiency completion standards:

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 5 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 6: GETTING READY FOR CROSS COUNTRY FLYING**  
**SCENERIO 1: SOLO FLIGHT BEYOND THE PATTERN (Lesson 17)**

### LESSON OBJECTIVE

Complete your first solo flight outside the local traffic pattern while gaining proficiency and confidence in solo operations.

### REAL WORLD SCENARIO

You are scheduled to take a picture of a college baseball game. The picture will appear in a local newspaper and is due by 9pm tonight.

### HOMEWORK

Review the weather forecast for the day of the flight and be prepared to discuss your go or no-go decision with your with your instructor.

#### RECOMMENDED EXTRA HOMEWORK

- Review the [UFS Maneuvers Guide](#) sections on:  
Page 34 on Steep Turns and Page 39-40 on Turns around a Point and S-Turns.

### LESSON SCHEDULE

|                 |                          |
|-----------------|--------------------------|
| T-30 MINS       | STUDENT ARRIVES          |
| T-25 MINS       | PREFLIGHT AIRCRAFT       |
| T-10 MINS       | WATER AND BIO BREAK      |
| T-5 MINS        | CHECK IN WITH DISPATCHER |
| 000 to 000 MINS | WALK OUT TO AIRCRAFT     |
| 000 to 120 MINS | SOLO FLIGHT LESSON       |
| 120 to 150 MINS | DEBRIEF AND LOGBOOK      |

### NEW FOR THIS LESSON

The goal of the flight today is for you to perform your first solo flight beyond the traffic pattern.

You will depart KDWH, fly to the practice area, execute a series of practice maneuvers, then return to KDWH for traffic pattern operations!

### LESSON OVERVIEW

#### WHERE TO GO

West Practice Area

#### PLANNED DEVIATIONS

None

#### PURPOSE / PRESSURES\*

Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, traffic; runway incursions; communication in the airport traffic pattern; and the natural feelings that may arise during your third solo flight

#### HOW TO GET THERE

Pilotage and or GPS

#### PLANNED MALFUNCTIONS

None

#### RISKS\*

Conducting a full flight on your own for the first time. Entering and exiting the traffic pattern solo, maneuvering solo, distractions, anxiety, and excitement while flying solo.

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- Appropriate logbook endorsements
- Preflight inspection
- Checklist usage
- Runway incursion avoidance
- Normal take off and climb
- Navigate to the practice area.
- Steep turns
- Turns around a point
- S-Turns
- Return to KDWH
- Traffic Pattern operations
- After landing, parking and securing

### INSTRUCTOR CHECKLIST

- ☐ Pre-solo briefing
- ☐ Appropriate logbook and certificate endorsements
- ☐ Solo Steep Turns, S-Turns, Turns Around a Point, and takeoffs and landings
- ☐ Log lesson

## PHASE 6 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Recognize where wake turbulence and wind shear may be present and explain avoidance and recovery procedures
- ☐ Consistently and safely control the airplane in simulated instrument flight
- ☐ Use radios, nav systems/facilities and radar services for lost procedures and simulated IMC
- ☐ Demonstrate correct procedures for short/soft field takeoffs and landings
- ☐ Compensate and correct for wind during all maneuvers and phases of flight

Where am I at in my training?

**STAGE 2 | PHASE 6 | LESSON 1**  
**(Lesson 17)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 6: GETTING READY FOR CROSS COUNTRY FLYING**  
**SCENERIO 2: USING SHORT AND SOFT FIELD TECHNIQUES (Lesson 18)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Learn short- and soft-field takeoff and landing techniques. Performance landings are a skill that takes time to develop, do not be disheartened if you end up having to repeat this lesson.

### REAL WORLD SCENARIO

You are a volunteer pilot scheduled to take a refrigerated vaccine to a sick child that lives in a remote village. The airstrip is dirt/grass and is surrounded by trees.

### HOMEWORK

- Cessna Flight Training Content:  
[Advanced Takeoff and Landing Techniques](#), [All Short and Soft Field Takeoff and Landing Videos](#)
- [UFS Maneuvers Guide](#)  
Pages 27-28 on Traffic Patterns and Normal Landings, and Page 30 on Go-Arounds, Pages 20-21 on Soft and Short Field Takeoffs, Pages 28-30 on Soft and Short Field landings.
- RECOMMENDED EXTRA HOMEWORK**
- [Airplane Flying Handbook Ch. 6](#) Pages 6-11 to 6-14 on Soft and Short Field Takeoffs.
- [Airplane Flying Handbook Ch. 9](#) Pages 9-20 to 9-24 on Soft and Short Field Landings.

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Situational awareness
- Weight and balance
- Performance charts
- Traffic patterns
- Go-around/rejected landings

### LESSON OVERVIEW

| WHERE TO GO                                                                                                                             | HOW TO GET THERE                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| KDWH or another airport if<br>Traffic at DWH is heavy                                                                                   | Pilotage                                                                         |
| PLANNED DEVIATIONS                                                                                                                      | PLANNED MALFUNCTIONS                                                             |
| None                                                                                                                                    | None                                                                             |
| PURPOSE / PRESSURES*                                                                                                                    | RISKS*                                                                           |
| Problems that can occur while<br>flying slowly near the ground;<br>appropriately correcting for the<br>wind, landing in a confined area | FLYING SLOWLY NEAR THE<br>GROUND, TRAFFIC,<br>COMMUNICATION, LEARNING<br>TO LAND |
| *REAL OR SIMULATED                                                                                                                      |                                                                                  |

### FLIGHT PROFILE

- |                               |                                                 |
|-------------------------------|-------------------------------------------------|
| ○ Preflight complete!         | ○ Before takeoff check                          |
| ○ Passenger Briefing          | ○ Short and Soft Field Takeoff & Climb          |
| ○ Start Engine & Warm-up      | ○ Short and Soft Field approach and landing     |
| ○ Student gets taxi clearance | ○ Crabbing and Side slip                        |
| ○ Taxi to Run-up Area         | ○ Go Arounds                                    |
| ○ Engine Run-up               | ○ After landing, parking, and securing aircraft |
| ○ Taxi to Depart              |                                                 |
| ○ Takeoff Briefing            |                                                 |

### INSTRUCTOR CHECKLIST

- ☐ Situational Awareness and Non-Technical Skills
- ☐ Short-Field takeoff, climb, approach, and landing
- ☐ Soft-Field takeoff, climb, approach, and landing

## PHASE 6 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Recognize where wake turbulence and wind shear may be present and explain avoidance and recovery procedures
- ☐ Consistently and safely control the airplane in simulated instrument flight
- ☐ Use radios, nav systems/facilities and radar services for lost procedures and simulated IMC
- ☐ Demonstrate correct procedures for short/soft field takeoffs and landings
- ☐ Compensate and correct for wind during all maneuvers and phases of flight

Where am I at in my training?

**STAGE 2 | PHASE 6 | LESSON 2**  
**(Lesson 18)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 6: GETTING READY FOR CROSS-COUNTRY FLYING**  
**SCENARIO 3: USING ELECTRONIC NAVIGATION/INSTRUMENT FLIGHT (Lesson 19)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Advance your skills using electronic navigation and flying by instrument reference only, and practice lost procedures

### REAL WORLD SCENARIO

You are a pilot for a charity and have encountered lowering visibility enroute to deliver parts for a well in a remote location. It has been four days, and the village is without safe water until the parts arrive.

### HOMEWORK

- Cessna Flight Training Content:  
[Reading Weather Reports and Charts](#), [Radio Navigation Systems: VOR and ADF](#), [Lost Procedures](#)
- [UFS Maneuvers Guide](#)  
Review Pages 47-51 on Basic Attitude Instrument Flying and Recovering from Unusual Attitudes, and Page 25 on Lost Procedures

### RECOMMENDED EXTRA HOMEWORK

- Review the [Instrument Flying Handbook](#) Ch6 Pages 6-1 to 6-13 on attitude instrument flying or Ch6 Pages 6-15 to 6-28 on attitude instrument flying if you fly a Glass Cockpit Aircraft

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Stall with a bank (not to exceed 20° of bank)
- Maneuvering during slow flight (IR)
- Lost procedures
- Navigation systems/facilities, and radar services (IR)

### LESSON OVERVIEW

|                                                                                                                                                               |                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| <b>WHERE TO GO</b><br>West Practice Area                                                                                                                      | <b>HOW TO GET THERE</b><br>Pilotage, GPS                                                |
| <b>PLANNED DEVIATIONS</b><br>Lowering visibility along the route decreasing to 3 miles                                                                        | <b>PLANNED MALFUNCTIONS</b><br>None                                                     |
| <b>PURPOSE / PRESSURES*</b><br>Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, landing in a confined area | <b>RISKS*</b><br>MARGINAL WEATHER, PILOT DISORIENTATION, PRESSURES TO CONTINUE A FLIGHT |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                                 |                                                 |
|---------------------------------|-------------------------------------------------|
| ○ Preflight complete!           | ○ Maneuvering During Slow Flight (IR)           |
| ○ Passenger Briefing            | ○ Stalls with a Bank (<20deg)                   |
| ○ Start Engine & Warm-up        | ○ Unusual Attitude Recovery                     |
| ○ Student gets taxi clearance   | ○ Navigation Systems, GPS Usage (IR)            |
| ○ Taxi to Run-up Area           | ○ Lost Procedures                               |
| ○ Engine Run-up                 | ○ Return to KDWH                                |
| ○ Taxi to Depart                | ○ Normal Landing                                |
| ○ Takeoff Briefing              | ○ After landing, parking, and securing aircraft |
| ○ Before takeoff check          |                                                 |
| ○ Navigate to the practice area |                                                 |

### INSTRUCTOR CHECKLIST

- ☐ Single-pilot resource management (SRM), Task Management, Risk Management and Cockpit Management, Aeronautical Decision Making
- ☐ Controlled flight into terrain and situational awareness
- ☐ Maneuvering during slow flight (IR)
- ☐ Stall with a bank (not to exceed 20°)
- ☐ Recovery from unusual attitudes (VR-IR)
- ☐ GPS direct-to/nearest airport function (IR), Navigation systems/facilities, radar services (IR)
- ☐ Lost procedures

## PHASE 6 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Recognize where wake turbulence and wind shear may be present and explain avoidance and recovery procedures
- ☐ Consistently and safely control the airplane in simulated instrument flight
- ☐ Use radios, nav systems/facilities and radar services for lost procedures and simulated IMC
- ☐ Demonstrate correct procedures for short/soft field takeoffs and landings
- ☐ Compensate and correct for wind during all maneuvers and phases of flight

Where am I at in my training?

**STAGE 2 | PHASE 6 | LESSON 3**  
**(Lesson 19)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 6: GETTING READY FOR CROSS-COUNTRY FLYING**  
**SCENERIO 4: SOLO PRACTICE (Lesson 20)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Improve your confidence and skills for solo flight by performing ground reference maneuvers and steep turns in the local area.

### REAL WORLD SCENARIO

You are a banner-tow pilot and have been assigned to fly over a major sporting event that starts in two hours. You are contracted to fly over the event with the advertising banner for 45 minutes.

### HOMEWORK

Review the weather forecast for the day of the flight and be prepared to discuss your go or no-go decision with your with your instructor.

#### RECOMMENDED EXTRA HOMEWORK

- Review the [UFS Maneuvers Guide](#) sections on: Page 34 on Steep Turns and Page 39-40 on Turns around a Point and S-Turns.

### LESSON SCHEDULE

|                 |                          |
|-----------------|--------------------------|
| T-30 MINS       | STUDENT ARRIVES          |
| T-25 MINS       | PREFLIGHT AIRCRAFT       |
| T-10 MINS       | WATER AND BIO BREAK      |
| T-5 MINS        | CHECK IN WITH DISPATCHER |
| 000 to 000 MINS | WALK OUT TO AIRCRAFT     |
| 000 to 120 MINS | SOLO FLIGHT LESSON       |
| 120 to 150 MINS | DEBRIEF AND LOGBOOK      |

### NEW FOR THIS LESSON

The goal of the flight today is for you to continue building confidence in your ability to conduct solo flights beyond the traffic pattern.

You will depart KDWH, fly to the practice area, execute a series of practice maneuvers, then return to KDWH for traffic pattern operations!

### LESSON OVERVIEW

#### WHERE TO GO

West Practice Area

#### PLANNED DEVIATIONS

None

#### PURPOSE / PRESSURES\*

Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, traffic; runway incursions; communication in the airport traffic pattern; and the natural feelings that may arise during solo flight

#### HOW TO GET THERE

Pilotage and or GPS

#### PLANNED MALFUNCTIONS

None

#### RISKS\*

Conducting a full flight on your own. Entering and exiting the traffic pattern solo, maneuvering solo, distractions, anxiety, and excitement while flying solo.

\*REAL OR SIMULATED

### FLIGHT PROFILE

- Appropriate logbook endorsements
- Preflight inspection
- Checklist usage
- Runway incursion avoidance
- Normal take off and climb
- Navigate to the practice area.
- Steep turns
- Turns around a point
- S-Turns
- Return to KDWH
- Traffic Pattern operations
- After landing, parking and securing

### INSTRUCTOR CHECKLIST

- ☐ Pre-solo briefing
- ☐ Appropriate logbook and certificate endorsements
- ☐ Solo Steep Turns, S-Turns, Turns Around a Point, and takeoffs and landings
- ☐ Log lesson

## PHASE 6 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Recognize where wake turbulence and wind shear may be present and explain avoidance and recovery procedures
- ☐ Consistently and safely control the airplane in simulated instrument flight
- ☐ Use radios, nav systems/facilities and radar services for lost procedures and simulated IMC
- ☐ Demonstrate correct procedures for short/soft field takeoffs and landings
- ☐ Compensate and correct for wind during all maneuvers and phases of flight

Where am I at in my training?

**STAGE 2 | PHASE 6 | LESSON 4**  
**(Lesson 20)**

### Phase 6 Ground Training Checklist

|                                                        | Instruction Given | Describe | Explain |
|--------------------------------------------------------|-------------------|----------|---------|
| Short-field takeoff and climb                          |                   |          |         |
| Short-field approach and landing                       |                   |          |         |
| Soft-field takeoff                                     |                   |          |         |
| Soft-field landing approach and landing                |                   |          |         |
| Stall with a bank (not to exceed 20° of bank)          |                   |          |         |
| Maneuvering during slow flight (IR)                    |                   |          |         |
| Lost procedures                                        |                   |          |         |
| Navigation systems/facilities, and radar services (IR) |                   |          |         |

### Phase 6 Proficiency Checklist

|                                                                                                                                                                                           | Practice | Perform | Manage/Decide |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|---------------|
| <b>Single-pilot resource management</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>                                                      |          |         |               |
| <b>Situational awareness</b><br><i>Maintains an accurate perception and understanding of surrounding factors and flight conditions</i>                                                    |          |         |               |
| <b>Controlled flight into terrain awareness</b><br><i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i>                                        |          |         |               |
| <b>Preflight procedures</b>                                                                                                                                                               |          |         |               |
| <b>Appropriate logbook and certificate endorsements</b><br><i>Receives appropriate logbook and certificate endorsements as required</i>                                                   |          |         |               |
| <b>In-flight</b>                                                                                                                                                                          |          |         |               |
| <b>Short-field takeoff</b><br><i>Pitch attitude: <math>V_X</math> (+10/-5 knots) then <math>V_Y</math> (+10/-5 knots)</i>                                                                 |          |         |               |
| <b>Soft-field takeoff</b><br><i>Maintains takeoff power, <math>V_X</math> or <math>V_Y</math> as appropriate (+10/-5 knots)</i>                                                           |          |         |               |
| <b>Maneuvering during slow flight (VR-IR)</b><br><i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+10/-0 knots), bank (+/- 10°)</i>                                     |          |         |               |
| <b>Stall with a bank (not to exceed 20°)</b><br><i>Recognizes and recovers promptly by simultaneously reducing angle of attack and increasing power as appropriate</i>                    |          |         |               |
| <b>Spin awareness and recovery procedures</b><br><i>Knows procedures for avoidance and recovery from unintentional spins</i>                                                              |          |         |               |
| <b>Recovery from unusual attitudes (VR-IR)</b><br><i>Uses proper control inputs in the correct sequence to return to stabilized flight and avoid overstressing the airplane structure</i> |          |         |               |
| <b>Basic instrument maneuvers (IR)</b><br><i>Maintain altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>                                                             |          |         |               |
| <b>Navigation systems/facilities, and radar services (IR)</b><br><i>Maintain altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>                                      |          |         |               |
| <b>GPS direct-to/nearest airport function (IR)</b><br><i>Maintains altitude (+/- 200 feet), heading (+/- 15°), airspeed (+/- 10 knots)</i>                                                |          |         |               |

## Stage 2, Phase 6: Getting Ready for Cross-Country Flying

### Phase 6 Proficiency Checklist continued

|                                                                                                                                                                                   |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <b>Lost procedures</b><br><i>Can safely and accurately determine position using all available resources without furthering the intensity of the problem or violating airspace</i> |  |  |  |
| <b>Steep turns</b><br><i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+/- 10 knots), bank (+/- 5°)</i>                                                         |  |  |  |
| <b>Rectangular course</b><br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                    |  |  |  |
| <b>Turns around a point</b><br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                  |  |  |  |
| <b>S-turns</b><br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                                               |  |  |  |
| <b>Short-field approach and landing</b><br><i>Stabilized approach (+10/-5 knots), touches down within 400 feet, uses maximum aerodynamic braking</i>                              |  |  |  |
| <b>Soft-field approach and landing</b><br><i>Maintains approach speed of 1.3 V<sub>so</sub> (+/- 10 knots), touches down and keeps the weight off of the nosewheel</i>            |  |  |  |

### **Phase 6 Proficiency completion standards:**

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 6 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and
  - Your instructor has evaluated and assessed your performance at the desired level as Explain, and Perform or Manage/Decide, as appropriate

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**INSTRUCTOR NOTES:**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 7: FLYING CROSS-COUNTRY**  
**SCENERIO 1: GOING CROSS-COUNTRY (Lesson 21)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Learn cross-country techniques while experiencing a flight to an unfamiliar destination outside of your local area

### REAL WORLD SCENARIO

You have an important business meeting at a nearby airport today. Your boss has advised that if you don't attend this meeting you will lose your bonus. Your car is in the shop.

### HOMEWORK

- Cessna Flight Training Content:  
[Preparing for Your Cross-Country Flights](#), [Cross-Country Navigation](#), [Navigation Systems](#)
- [UFS Maneuvers Guide](#)  
 Page 23 on Pilotage and Dead Reckoning and Page 26 on VFR Destination Arrival Procedures

#### RECOMMENDED EXTRA HOMEWORK

- [Pilots Handbook of Aeronautical Knowledge Ch. 16](#) Pages 16-1 to 16-10 on Basic Navigation and VFR Charts

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Route selection
- Flight publications and currency
- Flight planning, performance, W&B and weather briefings
- Emergency equipment and survival gear
- Cross-country navigation log
- Cockpit management
- Power settings and mixture control
- Opening and Closing flight plans
- VFR flight following (radar services)
- Pilotage and Dead reckoning
- Navigation systems (installed in the airplane)
- Using the federal airway system (as applicable)
- In-flight weather resources

### LESSON OVERVIEW

| WHERE TO GO                                                                                                                                                                                 | HOW TO GET THERE                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Another airport at least 50nm from KDWH                                                                                                                                                     | Pilotage, GPS or VOR navigation, dead reckoning                                                                                              |
| PLANNED DEVIATIONS                                                                                                                                                                          | PLANNED MALFUNCTIONS                                                                                                                         |
| None                                                                                                                                                                                        | None                                                                                                                                         |
| PURPOSE / PRESSURES*                                                                                                                                                                        | RISKS*                                                                                                                                       |
| Problems that can occur while flying to unfamiliar airports in unfamiliar terrain; changing weather, special use airspace, temporary flight restrictions (TFRs), notices to airmen (NOTAMs) | DEPARTING THE AREA YOU ARE FAMILIAR WITH, NAVIGATING OVER LONG DISTANCES, FINDING UNFAMILIAR AIRPORTS, USING MORE FUEL THAN A TYPICAL FLIGHT |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                               |                                                                                                  |
|-------------------------------|--------------------------------------------------------------------------------------------------|
| ○ Preflight complete!         | ○ Before takeoff check                                                                           |
| ○ Passenger Briefing          | ○ Depart and Open a flight plan                                                                  |
| ○ Start Engine & Warm-up      | ○ Navigate to the destination and back using Pilotage, Dead Reckoning, and Electronic Navigation |
| ○ Student gets taxi clearance | ○ Close Your Flight Plan                                                                         |
| ○ Taxi to Run-up Area         | ○ After landing, parking, and securing aircraft                                                  |
| ○ Engine Run-up               |                                                                                                  |
| ○ Taxi to Depart              |                                                                                                  |
| ○ Takeoff Briefing            |                                                                                                  |

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Emergency equipment and survival gear
- ☐ Flight Planning: Route selection, Flight publications and currency, weather briefing, performance
- ☐ Navigation: Cross-country Nav Log, Opening/Closing flight plans, Pilotage, Dead reckoning, Navigation systems
- ☐ Flight following and Using the federal airway system
- ☐ In-flight weather resources (FSS, ATIS, AWOS/ASOS, Unicom)

## PHASE 7 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Demonstrate proper cockpit management and single-pilot resource management
- ☐ Locate frequencies and use in-flight weather and radar resources, radio communications, nav system, facilities and radar services for lost procedures and diversion to an alternate
- ☐ Recognize and correctly apply emergency memory items and checklists
- ☐ Safely plan and conduct a cross-country flight without instructor assistance
- ☐ Pass the CPC Knowledge Test and Progress Check

Where am I at in my training?

**STAGE 2 | PHASE 7 | LESSON 1**  
**(Lesson 21)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 7: FLYING CROSS-COUNTRY**  
**SCENERIO 2: POLISHING YOUR CROSS-COUNTRY SKILLS (Lesson 22)**

### LESSON OBJECTIVE

Demonstrate the ability to handle unexpected situations that may arise during a cross-country flight.

### REAL WORLD SCENARIO

Your beloved pet is critically ill and needs immediate medical attention. A series of torrential rains have left most of the rivers and streams in the local area near the flood stage making it difficult to drive. Your veterinarian is an avid pilot; the veterinarian clinic rests besides his home and private airstrip.

### HOMEWORK

- Cessna Flight Training Content:  
[Basic Navigation Procedures, Diversion](#)
- [UFS Maneuvers Guide](#)  
 Page 24-25 on Diversion to an Alternate and Lost Procedures
- RECOMMENDED EXTRA HOMEWORK**
- [Pilots Handbook of Aeronautical Knowledge Ch. 16](#) Page 16-34 on Lost Procedures and Diversion to an Alternate

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Diversion to an Alternate

### LESSON OVERVIEW

#### WHERE TO GO

Another airport at least 50nm from KDWH

#### PLANNED DEVIATIONS

Diversion to an alternate

#### PURPOSE / PRESSURES\*

Problems that can occur while flying to unfamiliar airports in unfamiliar terrain; changing weather, special use airspace, temporary flight restrictions (TFRs), notices to airmen (NOTAMs)

#### HOW TO GET THERE

Pilotage, GPS or VOR navigation, dead reckoning

#### PLANNED MALFUNCTIONS

Multiple Systems Failures

#### RISKS\*

DEPARTING THE AREA YOU ARE FAMILIAR WITH, NAVIGATING OVER LONG DISTANCES, FINDING UNFAMILIAR AIRPORTS, USING MORE FUEL THAN A TYPICAL FLIGHT, SYSTEMS FAILURES

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- Preflight complete!
- Passenger Briefing
- Start Engine & Warm-up
- Student gets taxi clearance
- Taxi to Run-up Area
- Engine Run-up
- Taxi to Depart
- Takeoff Briefing
- Before takeoff check
- Depart and navigate towards the destination using Pilotage, Dead Reckoning, and Electronic Navigation
- Simulated System Failure and Diversion to an alternate
- Return to KDWH
- After landing, parking, and securing aircraft

### INSTRUCTOR CHECKLIST

- ☐ Flight Planning: Route selection, Flight publications and currency, weather briefing, performance
- ☐ Situational Awareness and Non-Technical Skills
- ☐ Navigation: Cross-country Nav Log, Opening/Closing flight plans, Pilotage, Dead reckoning, Navigation systems
- ☐ Diversion to an alternate (done to a completion at least once this phase)
- ☐ In-flight weather resources (Flight Service, ATIS, AWOS/ASOS, Unicom)
- ☐ Lost procedures

## PHASE 7 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Demonstrate proper cockpit management and single-pilot resource management
- ☐ Locate frequencies and use in-flight weather and radar resources, radio communications, nav system, facilities and radar services for lost procedures and diversion to an alternate
- ☐ Recognize and correctly apply emergency memory items and checklists
- ☐ Safely plan and conduct a cross-country flight without instructor assistance
- ☐ Pass the CPC Knowledge Test and Progress Check

Where am I at in my training?

**STAGE 2 | PHASE 7 | LESSON 2**  
**(Lesson 22)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 7: FLYING CROSS-COUNTRY**  
**SCENERIO 3: CROSS-COUNTRY PROGRESS CHECK (Lesson 23)**

United Flight Systems



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### LESSON OBJECTIVE

Demonstrate the ability to handle unexpected situations that may arise during a cross-country flight.

### REAL WORLD SCENARIO

You are to demonstrate the skills listed below to the designated instructor to confirm that you are safe to conduct

### HOMEWORK

Review the [UFS Maneuvers Guide](#) and be prepared to demonstrate cross-country planning, decision making, navigating by pilotage, dead-reckoning, and electronic means (VOR/GPS), handling simulated emergencies, and diverting to an alternate airport.

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### TESTING YOUR KNOWLEDGE AND SKILLS

- Cross-country flight planning, including Route selection, Weather, Briefings and Airspace
- Logbook and certificate endorsements
- System and equipment malfunctions
- Single-pilot cockpit resource management
- Flight publications and currency
- Performance and weight and balance
- Emergency equipment and survival gear
- Cross-country navigation log
- Power settings and mixture control
- Filing, Opening and Closing flight plans
- VFR flight following and In-flight weather resources
- Pilotage, dead reckoning, and navigation systems
- Emergencies, Lost procedures and Diversions

### LESSON OVERVIEW

| WHERE TO GO                                                                                                                                                                                                       | HOW TO GET THERE                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Another airport as assigned by your check instructor.                                                                                                                                                             | Pilotage, GPS or VOR navigation, dead reckoning                                                                                                                |
| PLANNED DEVIATIONS                                                                                                                                                                                                | PLANNED MALFUNCTIONS                                                                                                                                           |
| Diversion to an alternate                                                                                                                                                                                         | Multiple Systems Failures                                                                                                                                      |
| PURPOSE / PRESSURES*                                                                                                                                                                                              | RISKS*                                                                                                                                                         |
| Problems that can occur while flying to unfamiliar airports in unfamiliar terrain; changing weather, special use airspace, temporary flight restrictions (TFRs), notices to airmen (NOTAMs), and being evaluated. | DEPARTING THE AREA YOU ARE FAMILIAR WITH, NAVIGATING OVER LONG DISTANCES, FINDING UNFAMILIAR AIRPORTS, USING MORE FUEL THAN A TYPICAL FLIGHT, SYSTEMS FAILURES |
| *REAL OR SIMULATED                                                                                                                                                                                                |                                                                                                                                                                |

### FLIGHT PROFILE

- Preflight complete!
- Passenger Briefing
- Start Engine & Warm-up
- Student gets taxi clearance
- Taxi to Run-up Area
- Engine Run-up
- Taxi to Depart
- Takeoff Briefing
- Before takeoff check
- Depart and navigate towards the destination using Pilotage, Dead Reckoning, and Electronic Navigation
- Simulated System Failure and Diversion to an alternate
- Return to KDWH
- After landing, parking, and securing aircraft

### INSTRUCTOR CHECKLIST

- ☐ Situational Awareness and Non-Technical Skills
- ☐ Flight Planning: Route selection, Flight publications and currency, weather briefing, performance
- ☐ In-flight weather resources (Flight Service, ATIS, AWOS/ASOS, Unicom)
- ☐ Navigation: Cross-country Nav Log, Opening/Closing flight plans, Pilotage, Dead reckoning, Navigation systems

## PHASE 7 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Demonstrate proper cockpit management and single-pilot resource management
- ☐ Locate frequencies and use in-flight weather and radar resources, radio communications, nav system, facilities and radar services for lost procedures and diversion to an alternate
- ☐ Recognize and correctly apply emergency memory items and checklists
- ☐ Safely plan and conduct a cross-country flight without instructor assistance
- ☐ Pass the CPC Knowledge Test and Progress Check

Where am I at in my training?

**STAGE 2 | PHASE 7 | LESSON 3**  
**(Lesson 23)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 7: FLYING CROSS-COUNTRY**  
**SCENERIO 4: YOUR FIRST CROSS-COUNTRY (Lesson 24)**

United Flight Systems



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### LESSON OBJECTIVE

Learn cross-country techniques while experiencing a flight to an unfamiliar destination outside of your local area

### REAL WORLD SCENARIO

You have an important business meeting at a nearby airport today. Your boss has advised that if you don't attend this meeting, you will lose your bonus. Your car is in the shop.

### HOMEWORK

- **Flight Planning** - Plan a cross country flight using one of the following pre-approved solo cross-country routes:

1. **KDWH – KCLL – KDWH**
2. **KDWH – 3T5 – KDWH**
3. **KDWH – KLHB – KDWH**

Your flight planning must be 100% complete prior to your lesson start time or you will not be dispatched for this flight.

### LESSON SCHEDULE

|                 |                                 |
|-----------------|---------------------------------|
| T-30 MINS       | STUDENT ARRIVES                 |
| T-25 MINS       | PREFLIGHT AIRCRAFT              |
| T-10 MINS       | WATER AND BIO BREAK             |
| T-5 MINS        | CHECK IN WITH DISPATCHER        |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR          |
| 000 to 018 MINS | BRIEFING AND DAY OF ENDORSEMENT |
| 018 to 120 MINS | FLIGHT LESSON                   |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK  |

### NEW FOR THIS LESSON

You're about to fly your first solo cross country! This is an exciting milestone in your training and it's completely normal to feel a bit anxious. Remember that you've prepared for this. You'll plan your route, make your own decisions, and experience the freedom of flying solo between airports. Trust your training, stay ahead of the airplane, and enjoy the sense of accomplishment that comes with this step forward!

### LESSON OVERVIEW

#### WHERE TO GO

An airport on the UFS approved Colo XC list

#### PLANNED DEVIATIONS

None

#### PURPOSE / PRESSURES\*

Problems that can occur while flying to unfamiliar airports in unfamiliar terrain; changing weather, special use airspace, temporary flight restrictions (TFRs), notices to airmen (NOTAMs), The natural feelings that come with your first Solo Cross-Country.

#### HOW TO GET THERE

Pilotage, GPS or VOR navigation, dead reckoning

#### PLANNED MALFUNCTIONS

None

#### RISKS\*

DEPARTING THE AREA YOU ARE FAMILIAR WITH, NAVIGATING OVER LONG DISTANCES, FINDING UNFAMILIAR AIRPORTS, USING MORE FUEL THAN A TYPICAL FLIGHT, OPERATING SOLO IN UNFAMILIAR AREAS

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- |                               |                                                                                                  |
|-------------------------------|--------------------------------------------------------------------------------------------------|
| ○ Preflight complete!         | ○ Before takeoff check                                                                           |
| ○ Passenger Briefing          | ○ Depart and Open a flight plan                                                                  |
| ○ Start Engine & Warm-up      | ○ Navigate to the destination and back using Pilotage, Dead Reckoning, and Electronic Navigation |
| ○ Student gets taxi clearance | ○ Close Your Flight Plan                                                                         |
| ○ Taxi to Run-up Area         | ○ After landing, parking, and securing aircraft                                                  |
| ○ Engine Run-up               |                                                                                                  |
| ○ Taxi to Depart              |                                                                                                  |
| ○ Takeoff Briefing            |                                                                                                  |

### INSTRUCTOR CHECKLIST

- ☐ Solo Cross Country
- ☐ Appropriate logbook and certificate endorsements

## PHASE 7 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Demonstrate proper cockpit management and single-pilot resource management
- ☐ Locate frequencies and use in-flight weather and radar resources, radio communications, nav system, facilities and radar services for lost procedures and diversion to an alternate
- ☐ Recognize and correctly apply emergency memory items and checklists
- ☐ Safely plan and conduct a cross-country flight without instructor assistance
- ☐ Pass the CPC Knowledge Test and Progress Check

Where am I at in my training?

**STAGE 2 | PHASE 7 | LESSON 4**  
(Lesson 24)

### Phase 7 Ground Training Checklist

|                                               | Instruction<br>Given | Describe | Explain |
|-----------------------------------------------|----------------------|----------|---------|
| Required logbook and certificate endorsements |                      |          |         |
| Preflight preparation                         |                      |          |         |
| Obtaining weather information                 |                      |          |         |
| Route planning                                |                      |          |         |
| Airplane performance and limitations          |                      |          |         |
| Navigation log                                |                      |          |         |
| FAA flight plan                               |                      |          |         |
| Radio frequencies and procedures              |                      |          |         |
| Airspace                                      |                      |          |         |
| Airport operations                            |                      |          |         |
| Alternate plans of action                     |                      |          |         |
| In-flight advisories                          |                      |          |         |
| Basic VFR weather minimums                    |                      |          |         |
| Emergency operations                          |                      |          |         |
| Locating ATC frequencies                      |                      |          |         |
| Lost procedures                               |                      |          |         |
| Traffic patterns                              |                      |          |         |
| Runway incursion avoidance                    |                      |          |         |

### Phase 7 Proficiency Checklist

|                                                                                                                                                                             | Practice | Perform | Manage/<br>Decide |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|-------------------|
| <b>*Stage Check*</b><br><i>Satisfactorily pass the *Stage Check*</i>                                                                                                        |          |         |                   |
| <b>Single-pilot resource management</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>                                        |          |         |                   |
| <b>Task management</b><br><i>Prioritizes and selects the most appropriate tasks</i>                                                                                         |          |         |                   |
| <b>Risk management</b><br><i>Maintains situational awareness, problem recognition and good judgment to reduce associated risks</i>                                          |          |         |                   |
| <b>Situational awareness</b><br><i>Maintains an accurate perception and understanding of surrounding factors and flight conditions</i>                                      |          |         |                   |
| <b>Aeronautical decision making</b><br><i>Uses a systematic approach to consistently determine the best course of action for the circumstances</i>                          |          |         |                   |
| <b>Controlled flight into terrain awareness</b><br><i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i>                          |          |         |                   |
| <b>Automation management</b><br><i>Demonstrates ability to understand and operate (or) when not to use the automated systems including GPS and autopilot, if installed.</i> |          |         |                   |

### Phase 7 Proficiency Checklist continued

|                                                                                                                                                                                                |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <b>Preflight procedures</b>                                                                                                                                                                    |  |  |  |
| Appropriate logbook and certificate endorsements<br><i>Obtains the required logbook and certificate endorsements</i>                                                                           |  |  |  |
| Route selection<br><i>Selects the safest and most efficient route</i>                                                                                                                          |  |  |  |
| Flight publications and currency<br><i>Utilizes current flight publications, tabs the destination and departure and possible alternate airports in the Chart Supplement for easy reference</i> |  |  |  |
| Obtaining a weather briefing<br><i>Obtains an weather briefing from an FAA-approved source</i>                                                                                                 |  |  |  |
| Cross-country flight planning and performance<br><i>Selects easily identifiable checkpoints and the most favorable altitude considering weather and equipment capabilities</i>                 |  |  |  |
| Emergency equipment and survival gear<br><i>Identifies and carries appropriate emergency equipment and survival gear appropriate to the airplane and environment</i>                           |  |  |  |
| Weight and balance<br><i>Computes accurate weight and balance information</i>                                                                                                                  |  |  |  |
| Runway incursion avoidance<br><i>Uses best procedures for operation planning and maintaining situational awareness during taxi</i>                                                             |  |  |  |
| <b>In-flight</b>                                                                                                                                                                               |  |  |  |
| Cross-country navigation log<br><i>Completes and utilizes a navigation log</i>                                                                                                                 |  |  |  |
| Cockpit management<br><i>Organizes cockpit so that resources are accessible</i>                                                                                                                |  |  |  |
| Power settings and mixture control<br><i>Sets appropriate power settings and utilizes correct procedures for leaning mixture</i>                                                               |  |  |  |
| Opening flight plans<br><i>Opens FAA flight plan</i>                                                                                                                                           |  |  |  |
| VFR flight following<br><i>Utilizes VFR radar services as available</i>                                                                                                                        |  |  |  |
| Pilotage<br><i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>                                                                                                                       |  |  |  |
| Dead reckoning<br><i>Maintains altitude (+/- 150 feet), headings (+/- 15°) including magnetic compass use</i>                                                                                  |  |  |  |
| Navigation systems<br><i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>                                                                                                             |  |  |  |
| Using the federal airway system (as applicable)<br><i>Uses the correct altitude if navigating via federal airway</i>                                                                           |  |  |  |
| Diversion to an alternate (done to completion at least once)<br><i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>                                                                   |  |  |  |
| Lost procedures<br><i>Follows the recommended procedures and confirms position</i>                                                                                                             |  |  |  |
| Emergency operations<br><i>Follows the manufacturer-recommended procedures while maintaining control of the airplane</i>                                                                       |  |  |  |
| System and equipment malfunctions<br><i>Analyzes the situation and takes appropriate action for simulated malfunctions appropriate to the airplane</i>                                         |  |  |  |
| Emergency communications and ATC resources<br><i>Demonstrates the ability to contact the nearest (radar-equipped) ATC resource for emergency communications</i>                                |  |  |  |
| In-flight weather resources<br><i>Utilizes all available weather resources to make informed decisions</i>                                                                                      |  |  |  |
| <b>Postflight procedures</b>                                                                                                                                                                   |  |  |  |
| Closing flight plans<br><i>Closes FAA flight plan</i>                                                                                                                                          |  |  |  |

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 8: FLYING AT NIGHT**  
**SCENERIO 1: FLYING AT NIGHT (Lesson 25)**

United Flight Systems



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### LESSON OBJECTIVE

Learn the fundamentals of night operations.

### REAL WORLD SCENARIO

You are to fly to fly a friend to a nearby airport after they get off work. Your friend ends up having to work late, and by the time they reach the airport, the sun is setting.

### HOMEWORK

- Cessna Flight Training Content:  
[Night Flying and The Human Body](#), [Flying at Night \(Preflight\)](#), [Flying at Night \(Inflight\)](#)
- UFS Maneuvers Guide  
Page 61 on Night Operations

#### RECOMMENDED EXTRA HOMEWORK

- [Airplane Flying Handbook Ch. 11](#) Pages 1-1 to 11-14 on Night Operations

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 030 MINS | PREFLIGHT DISCUSSION           |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- Night preparation and planning
- Night preflight procedures and pilot equipment
- Airport navigation and lighting
- Required aircraft equipment
- Landing with and without a landing light
- Six takeoffs and landings to a full stop at night.

### LESSON OVERVIEW

#### WHERE TO GO

West Practice Area

#### PLANNED DEVIATIONS

None

#### PURPOSE / PRESSURES\*

Performing your first flight after dark and the natural feelings that come with flying at night for the first time.

#### HOW TO GET THERE

Pilotage, GPS

#### PLANNED MALFUNCTIONS

None

#### RISKS\*

VISUAL ILLUSIONS AND PILOT DISORIENTATION, UNFAMILIARITY WITH NIGHT OPERATIONS AND VISUAL CUES

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                               |                                                 |
|-------------------------------|-------------------------------------------------|
| ○ Preflight complete!         | ○ Normal Takeoff & Climb                        |
| ○ Passenger Briefing          | ○ Navigate to the practice area.                |
| ○ Start Engine & Warm-up      | ○ Turns Climbs and Descents                     |
| ○ Student gets taxi clearance | ○ Navigate back to KDWH.                        |
| ○ Taxi to Run-up Area         | ○ Complete 6 takeoffs and landings              |
| ○ Engine Run-up               | ○ After landing, parking, and securing aircraft |
| ○ Taxi to Depart              |                                                 |
| ○ Takeoff Briefing            |                                                 |
| ○ Before takeoff check        |                                                 |

### INSTRUCTOR CHECKLIST

- ☐ 6 Night full-stop landings
- ☐ Landing with and without a landing light
- ☐ Night preparation and planning

## PHASE 8 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Safely control the airplane and navigate during night operations
- ☐ Utilize radio communications, navigations systems/facilities and radar services as appropriate for lost procedures and simulated instrument conditions
- ☐ Recognize and correctly mitigate potential emergency situations
- ☐ Complete FAA night training requirements

Where am I at in my training?

**STAGE 2 | PHASE 8 | LESSON 1**  
**(Lesson 25)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 8: FLYING CROSS-COUNTRY**  
**SCENERIO 2: FLYING CROSS-COUNTRY AT NIGHT (Lesson 26)**

United Flight Systems



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### LESSON OBJECTIVE

Learn the skills necessary to fly cross-country at night.

### REAL WORLD SCENARIO

Your friend wants to get some pictures of the city from above at night for a project that is due the next day. There are few clouds at 1200 ft AGL, scattered clouds at 1600 ft AGL and a broken layer at 3,400 AGL. There is barely any moonlight.

### HOMEWORK

- **Flight Planning** - Plan a cross-country flight using one of the following pre-approved solo cross-country routes (Your instructor may also approve a different destination):

1. **KDWH – KCLL – KDWH**
2. **KDWH – 3T5 – KDWH**
3. **KDWH – KLHB – KDWH**

Your flight planning must be 100% complete prior to your lesson start time.

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 030 MINS | PREFLIGHT DISCUSSION           |
| 030 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

This will be the first time you venture beyond the practice area at night! This makes your planning and preparation for this flight even more critical!

### LESSON OVERVIEW

|                                                                                             |                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>WHERE TO GO</b>                                                                          | <b>HOW TO GET THERE</b>                                                                                                                                                       |
| Another airport at least 50nm from KDWH                                                     | Pilotage, GPS or VOR navigation, dead reckoning                                                                                                                               |
| <b>PLANNED DEVIATIONS</b>                                                                   | <b>PLANNED MALFUNCTIONS</b>                                                                                                                                                   |
| None                                                                                        | LANDING LIGHT FAILURE, PILOT DISORIENTATION                                                                                                                                   |
| <b>PURPOSE / PRESSURES*</b>                                                                 | <b>RISKS*</b>                                                                                                                                                                 |
| Problems that can occur while flying to unfamiliar airports in unfamiliar terrain at night. | DEPARTING THE AREA YOU ARE FAMILIAR WITH, NAVIGATING OVER LONG DISTANCES, FINDING UNFAMILIAR AIRPORTS, USING MORE FUEL THAN A TYPICAL FLIGHT, NIGHT ILLUSIONS, DISORIENTATION |
|                                                                                             | ACCIDENTAL FLIGHT INTO IMC ON A MOONLESS NIGHT                                                                                                                                |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- Preflight complete!
- Passenger Briefing
- Start Engine & Warm-up
- Student gets taxi clearance.
- Taxi to Run-up Area
- Engine Run-up
- Taxi to Depart
- Takeoff Briefing
- Before takeoff check
- Depart and open a flight plan
- Navigate to the destination and back using Pilotage, Dead Reckoning, and Electronic Navigation
- Close Your Flight Plan
- After landing, parking, and securing aircraft

### INSTRUCTOR CHECKLIST

- ☐ Checklist Usage: Preflight inspection, Safety Equipment, Engine Starting, Run up, Taxi, Before Takeoff and Radio communications, Weight and balance and performance charts
- ☐ Emergency equipment and survival gear
- ☐ Flight Planning: Route selection, Flight publications and currency, weather briefing, performance
- ☐ Navigation: Cross-country Nav Log, Opening/Closing flight plans, Pilotage, Dead reckoning, Navigation systems
- ☐ Flight following and using the federal airway system
- ☐ In-flight weather resources (FSS, ATIS, AWOS/ASOS, Unicom)

### PHASE 8 COMPLETION STANDARDS

#### STUDENT MUST BE ABLE TO:

- ☐ Safely control the airplane and navigate during night operations.
- ☐ Utilize radio communications, navigations systems/facilities and radar services as appropriate for lost procedures and simulated instrument conditions.
- ☐ Recognize and correctly mitigate potential emergency situations.
- ☐ Complete FAA night training requirements

Where am I at in my training?

**STAGE 2 | PHASE 8 | LESSON 2**  
**(Lesson 26)**

### Phase 8 Ground Training Checklist

|                                 | Instruction Given | Describe | Explain |
|---------------------------------|-------------------|----------|---------|
| Night preparation and planning  |                   |          |         |
| Required aircraft equipment     |                   |          |         |
| Night illusions                 |                   |          |         |
| Route selection at night        |                   |          |         |
| Airport navigation and lighting |                   |          |         |

### Phase 8 Proficiency Checklist

|                                                                                                                                                                                                          | Practice | Perform | Manage/Decide |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|---------------|
| <b>Single-pilot resource management</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>                                                                     |          |         |               |
| <b>Controlled flight into terrain awareness</b><br><i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i>                                                       |          |         |               |
| <b>Preflight procedures</b>                                                                                                                                                                              |          |         |               |
| <b>Night preflight procedures and pilot equipment</b><br><i>Utilizes recommended procedures and equipment</i>                                                                                            |          |         |               |
| <b>Route selection</b><br><i>Selects safe routing free of obstructions and hazardous weather</i>                                                                                                         |          |         |               |
| <b>Flight publications and currency</b><br><i>Utilizes current flight publications such as sectional and/or terminal area charts, Chart Supplement, NOTAMs and other time-sensitive navigation tools</i> |          |         |               |
| <b>Obtaining a weather briefing</b><br><i>Obtains an appropriate weather briefing from an FAA approved source</i>                                                                                        |          |         |               |
| <b>Cross-country flight planning and performance</b><br><i>Utilizes performance charts and completes planning for route</i>                                                                              |          |         |               |
| <b>In-flight</b>                                                                                                                                                                                         |          |         |               |
| <b>Cross-country navigation log</b><br><i>Completes and utilizes a navigation log</i>                                                                                                                    |          |         |               |
| <b>Cockpit management</b><br><i>Cockpit is organized and resources are accessible to pilot</i>                                                                                                           |          |         |               |
| <b>Power settings and mixture control</b><br><i>Sets appropriate power settings and utilizes correct procedures for leaning mixture</i>                                                                  |          |         |               |
| <b>Opening flight plans</b><br><i>Opens FAA flight plan</i>                                                                                                                                              |          |         |               |
| <b>VFR flight following</b><br><i>Utilizes VFR radar services as available</i>                                                                                                                           |          |         |               |
| <b>In-flight weather resources</b><br><i>Utilizes all available weather resources to make informed decisions</i>                                                                                         |          |         |               |

### Phase 8 Proficiency Checklist continued

|                                                                                                                                                                 |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| Pilotage and dead reckoning<br><i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>                                                                     |  |  |  |
| Navigation systems<br><i>Can utilize installed navigation systems</i>                                                                                           |  |  |  |
| Lost procedures<br><i>Follows the recommended procedures, confirms position using a VOR crosscheck and/or GPS</i>                                               |  |  |  |
| Emergency equipment and survival gear<br><i>Brings the appropriate equipment for the flight conditions</i>                                                      |  |  |  |
| Emergency communications and ATC resources<br><i>Demonstrates the ability to contact the nearest (radar-equipped) ATC resource for emergency communications</i> |  |  |  |
| Recovery from unusual attitudes<br><i>Recovers promptly to a stabilized level flight attitude using coordinated control application in the correct sequence</i> |  |  |  |
| Landing with and without a landing light<br><i>Can safely use visual cues and lighting to land in the event of a landing light failure</i>                      |  |  |  |
| (10) Night takeoffs and full-stop landings<br><i>Completes the FAA requirement of 10 full-stop night landings</i>                                               |  |  |  |
| <b>Postflight procedures</b>                                                                                                                                    |  |  |  |
| Closing flight plans<br><i>Closes FAA flight plan</i>                                                                                                           |  |  |  |

#### Phase 8 completion standards:

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 8 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and
  - Your instructor has evaluated and assessed your performance at the desired level as Explain, and Perform or Manage/Decide, as appropriate

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**INSTRUCTOR NOTES:**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**   **SUGGESTED SIM LESSON**  
**PHASE 9: ADVANCING YOUR SKILLS**  
**SCENARIO 1: POLISHING EMERGENCY INSTRUMENT SKILLS (Lesson 27)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Practice the instrument skills necessary to recover safely from inadvertent flight into areas of marginal weather and reduced visibility, increase the efficiency of simulated short- and soft-field operations and practice decision-making skills for emergency operations.

### REAL WORLD SCENARIO

When you experience unexpected lowering visibility, you are 5 nm from your airport, which is reporting marginal VFR, and 20 nm from a neighboring airport reporting 6 miles visibility.

### HOMEWORK

- Cessna Flight Training Content: [Flight Instruments and Cockpit Displays](#), [GPS](#), [Lost Procedures and Emergency Instrument Skills](#)
- [UFS Maneuvers Guide](#): Page 47 on Basic Attitude Instrument Flying for Non-Instrument Pilots
- RECOMMENDED EXTRA HOMEWORK**
- [Airplane Flying Handbook Ch. 7](#) - Pages 7-5 to 7-10 on Rectangular Course, S-Turns, and Turns Around a Point

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### NEW FOR THIS LESSON

- There will not be any new material in this lesson, you will focus on improving:
- Ability to control the aircraft in simulated instrument conditions.
  - Short and Soft Field Takeoffs and Landings
  - Emergency Procedures

### LESSON OVERVIEW

| WHERE TO GO                                                                                                                  | HOW TO GET THERE                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| SIM or West Practice Area                                                                                                    | Pilotage, GPS                                                                                       |
| PLANNED DEVIATIONS                                                                                                           | PLANNED MALFUNCTIONS                                                                                |
| None                                                                                                                         | PILOT DISORIENTATION                                                                                |
| PURPOSE / PRESSURES*                                                                                                         | RISKS*                                                                                              |
| Dealing with inadvertently entering IMC, various systems failures, and having to complete performance takeoffs and landings. | LOW CEILINGS AND VISIBILITY, MARGINAL VFR, RECENCY OF EXPERIENCE IN SHORT- AND SOFT-FIELD LANDINGS. |

\*REAL OR SIMULATED

### FLIGHT PROFILE

- |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Preflight complete!</li> <li>Passenger Briefing</li> <li>Start Engine &amp; Warm-up</li> <li>Student gets taxi clearance</li> <li>Taxi to Run-up Area</li> <li>Engine Run-up</li> <li>Taxi to Depart</li> <li>Takeoff Briefing (SIM START)</li> <li>Before takeoff check</li> <li>Normal Takeoff &amp; Climb</li> <li>Level Off (pitch, power, trim)</li> <li>Collision Avoidance</li> </ul> | <ul style="list-style-type: none"> <li>Pre Manuver Checklist</li> <li>Straight-and-level flight (IR)</li> <li>Constant airspeed climbs and descents (IR)</li> <li>Turns to a heading (IR)</li> <li>180° turn (IR)</li> <li>Unusual Attitudes (IR)</li> <li>Simulated Emergencies</li> <li>Short and Soft Field Takeoffs, approaches and landings</li> <li>After landing, parking, and securing aircraft</li> </ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### INSTRUCTOR CHECKLIST

- ☐ Situational Awareness and Non-Technical Skills
- ☐ (IR): Basic instrument maneuvers, 180 turn, GPS orientation and tracking, VOR orientation and tracking
- ☐ Emergency operations
- ☐ Recovery from unusual attitudes
- ☐ Short -field takeoff, climb, approach and landing
- ☐ Soft-field takeoff, climb, approach and landing

### PHASE 9 COMPLETION STANDARDS

#### STUDENT MUST BE ABLE TO:

- ☐ Safely plan and conduct a cross-country flight without instructor assistance.
- ☐ Utilize radio communications, navigations systems/facilities and radar services as appropriate for simulated instrument conditions.
- ☐ Recognize and correctly apply emergency memory items and checklists.
- ☐ Perform short- and soft-field landings utilizing correct procedures.

Where am I at in my training?

**STAGE 2 | PHASE 9 | LESSON 1**  
**(Lesson 27)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 9: ADVANCING YOUR SKILLS**  
**SCENARIO 2: SOLO CROSS-COUNTRY PRACTICE (Lesson 28)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Learn cross-country techniques while experiencing a flight to an unfamiliar destination outside of your local area

### REAL WORLD SCENARIO

To conduct a solo day VFR cross-country flight to an unfamiliar airport by completing the necessary preflight planning, navigating safely and efficiently to all your assigned points, and returning as close as possible to your ETA

### HOMEWORK

- **Flight Planning** - Plan a cross country flight using one of the following pre-approved solo cross-country routes:

1. **KDWH – KCLL – KDWH**
2. **KDWH – 3T5 – KDWH**
3. **KDWH – KLHB – KDWH**

Your flight planning must be 100% complete prior to your lesson start time or you will not be dispatched for this flight.

### LESSON SCHEDULE

|                 |                                 |
|-----------------|---------------------------------|
| T-30 MINS       | STUDENT ARRIVES                 |
| T-25 MINS       | PREFLIGHT AIRCRAFT              |
| T-10 MINS       | WATER AND BIO BREAK             |
| T-5 MINS        | CHECK IN WITH DISPATCHER        |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR          |
| 000 to 018 MINS | BRIEFING AND DAY OF ENDORSEMENT |
| 018 to 120 MINS | FLIGHT LESSON                   |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK  |

### NEW FOR THIS LESSON

You're about to fly your second solo cross country!

Remember that you've done this before and that you're prepared for this. You'll plan your route, make your own decisions, and experience the freedom of flying solo between airports. Trust your training, stay ahead of the airplane, and enjoy the sense of accomplishment that comes with this step forward!

### LESSON OVERVIEW

#### WHERE TO GO

An airport on the UFS approved Solo XC list

#### PLANNED DEVIATIONS

None

#### PURPOSE / PRESSURES\*

Problems that can occur while flying to unfamiliar airports in unfamiliar terrain; changing weather, special use airspace, temporary flight restrictions (TFRs), notices to airmen (NOTAMs), The natural feelings that come with your first Solo Cross-Country.

#### HOW TO GET THERE

Pilotage, GPS or VOR

navigation, dead reckoning

#### PLANNED MALFUNCTIONS

None

#### RISKS\*

DEPARTING THE AREA YOU ARE FAMILIAR WITH, NAVIGATING OVER LONG DISTANCES, FINDING UNFAMILIAR AIRPORTS, USING MORE FUEL THAN A TYPICAL FLIGHT, OPERATING SOLO IN UNFAMILIAR AREAS

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- |                          |                                                                                                  |
|--------------------------|--------------------------------------------------------------------------------------------------|
| ○ Preflight complete!    | ○ Before takeoff check                                                                           |
| ○ Passenger Briefing     | ○ Depart and Open a flight plan                                                                  |
| ○ Start Engine & Warm-up | ○ Navigate to the destination and back using Pilotage, Dead Reckoning, and Electronic Navigation |
| ○ Obtain taxi clearance  | ○ Close Your Flight Plan                                                                         |
| ○ Taxi to Run-up Area    | ○ After landing, parking, and securing aircraft                                                  |
| ○ Engine Run-up          |                                                                                                  |
| ○ Taxi to Depart         |                                                                                                  |
| ○ Takeoff Briefing       |                                                                                                  |

### INSTRUCTOR CHECKLIST

- ☐ Solo Cross Country
- ☐ Appropriate logbook and certificate endorsements

### PHASE 9 COMPLETION STANDARDS

#### STUDENT MUST BE ABLE TO:

- ☐ Safely plan and conduct a cross-country flight without instructor assistance.
- ☐ Utilize radio communications, navigations systems/facilities and radar services as appropriate for simulated instrument conditions.
- ☐ Recognize and correctly apply emergency memory items and checklists.
- ☐ Perform short- and soft-field landings utilizing correct procedures.

Where am I at in my training?

**STAGE 2 | PHASE 9 | LESSON 2**  
**(Lesson 28)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 9: ADVANCING YOUR SKILLS**  
**SCENERIO 3: LONG SOLO CROSS-COUNTRY (Lesson 29)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Complete the solo cross-country flight requirements for your private pilot certificate.

### REAL WORLD SCENARIO

To complete a full-stop landing at three different airports while navigating safely and efficiently to and returning as close as possible to your estimated time of arrival (ETA)

### HOMEWORK

- **Cessna Flight Training Content:**  
[Flying Longer Cross-Country Routes](#)
- **Flight Planning** - Plan a cross country flight using one of the following pre-approved long solo cross-country routes:
  1. **KDWH – KCLL – 3T5 – KDWH**
  2. **KDWH – KARM – KCLL – KDWH**
  3. **KDWH – 3T5 – KARM – KDWH**
  4. **KDWH – 3T5 – KTME – KDWH**
  5. **KDWH – 3T5 – 66R – KDWH**

Your flight planning must be 100% complete prior to your lesson start time or you will not be dispatched for this flight.

### LESSON SCHEDULE

|                 |                                 |
|-----------------|---------------------------------|
| T-30 MINS       | STUDENT ARRIVES                 |
| T-25 MINS       | PREFLIGHT AIRCRAFT              |
| T-10 MINS       | WATER AND BIO BREAK             |
| T-5 MINS        | CHECK IN WITH DISPATCHER        |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR          |
| 000 to 018 MINS | BRIEFING AND DAY OF ENDORSEMENT |
| 018 to 270 MINS | FLIGHT LESSON                   |
| 270 to 300 MINS | DEBRIEF, FSP RECORDS & LOGBOOK  |

### NEW FOR THIS LESSON

You're about to fly your long solo cross-country flight!

You will fly further today than ever before on your journey towards obtaining your private pilot certificate. It is especially important that you create a very detailed flight plan, and carefully check the weather all along your planned route of flight.

Remember your training, be safe, and enjoy the journey!

### LESSON OVERVIEW

#### WHERE TO GO

An airport on the UFS approved Long Solo XC list

#### PLANNED DEVIATIONS

None

#### PURPOSE / PRESSURES\*

Problems that can occur while flying to unfamiliar airports in unfamiliar terrain; changing weather, special use airspace, temporary flight restrictions (TFRs), notices to airmen (NOTAMs), The natural feelings that come with your first Solo Cross-Country.

#### HOW TO GET THERE

Pilotage, GPS or VOR navigation, dead reckoning

#### PLANNED MALFUNCTIONS

None

#### RISKS\*

DEPARTING THE AREA YOU ARE FAMILIAR WITH, NAVIGATING OVER LONG DISTANCES, FINDING UNFAMILIAR AIRPORTS, USING MORE FUEL THAN A TYPICAL FLIGHT, OPERATING SOLO IN UNFAMILIAR AREAS

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- |                               |                                                                                                  |
|-------------------------------|--------------------------------------------------------------------------------------------------|
| ○ Preflight complete!         | ○ Before takeoff check                                                                           |
| ○ Passenger Briefing          | ○ Depart and Open a flight plan                                                                  |
| ○ Start Engine & Warm-up      | ○ Navigate to the destination and back using Pilotage, Dead Reckoning, and Electronic Navigation |
| ○ Student gets taxi clearance | ○ Close Your Flight Plan                                                                         |
| ○ Taxi to Run-up Area         | ○ After landing, parking, and securing aircraft                                                  |
| ○ Engine Run-up               |                                                                                                  |
| ○ Taxi to Depart              |                                                                                                  |
| ○ Takeoff Briefing            |                                                                                                  |

### INSTRUCTOR CHECKLIST

- ☐ Solo Cross Country
- ☐ Appropriate logbook and certificate endorsements

## PHASE 9 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Safely plan and conduct a cross-country flight without instructor assistance.
- ☐ Utilize radio communications, navigations systems/facilities and radar services as appropriate for simulated instrument conditions.
- ☐ Recognize and correctly apply emergency memory items and checklists.
- ☐ Perform short- and soft-field landings utilizing correct procedures.

Where am I at in my training?

**STAGE 2 | PHASE 9 | LESSON 3**  
**(Lesson 29)**

**STAGE 2: SOLO AND CROSS-COUNTRY FLYING**  
**PHASE 9: GETTING READY FOR CROSS-COUNTRY FLYING**  
**SCENERIO 4: More SOLO PRACTICE (Lesson 30)**

United Flight Systems



www.unitedflight.com | 281-376-0357

### LESSON OBJECTIVE

Improve your confidence and skills for solo flight by performing ground reference maneuvers and steep turns in the local area.

### REAL WORLD SCENARIO

You are a banner-tow pilot and have been assigned to fly over a major sporting event that starts in two hours. You are contracted to fly over the event with the advertising banner for 45 minutes.

### HOMEWORK

Review the weather forecast for the day of the flight and be prepared to discuss your go or no-go decision with your with your instructor.

#### RECOMMENDED EXTRA HOMEWORK

- Review the [UFS Maneuvers Guide](#) sections on: Page 34 on Steep Turns and Page 39-40 on Turns around a Point and S-Turns.

### LESSON SCHEDULE

|                 |                          |
|-----------------|--------------------------|
| T-30 MINS       | STUDENT ARRIVES          |
| T-25 MINS       | PREFLIGHT AIRCRAFT       |
| T-10 MINS       | WATER AND BIO BREAK      |
| T-5 MINS        | CHECK IN WITH DISPATCHER |
| 000 to 000 MINS | WALK OUT TO AIRCRAFT     |
| 000 to 120 MINS | SOLO FLIGHT LESSON       |
| 120 to 150 MINS | DEBRIEF AND LOGBOOK      |

### NEW FOR THIS LESSON

The goal of the flight today is for you to continue building confidence in your ability to conduct solo flights beyond the traffic pattern.

You will depart KDWH, fly to the practice area, execute a series of practice maneuvers, then return to KDWH for traffic pattern operations!

### LESSON OVERVIEW

#### WHERE TO GO

West Practice Area

#### PLANNED DEVIATIONS

None

#### PURPOSE / PRESSURES\*

Problems that can occur while flying slowly near the ground; appropriately correcting for the wind, traffic; runway incursions; communication in the airport traffic pattern; and the natural feelings that may arise during solo flight

#### HOW TO GET THERE

Pilotage and or GPS

#### PLANNED MALFUNCTIONS

None

#### RISKS\*

Conducting a full flight on your own. Entering and exiting the traffic pattern solo, maneuvering solo, distractions, anxiety, and excitement while flying solo.

*\*REAL OR SIMULATED*

### FLIGHT PROFILE

- Appropriate logbook endorsements
- Preflight inspection
- Checklist usage
- Runway incursion avoidance
- Normal take off and climb
- Navigate to the practice area.
- Steep turns
- Turns around a point
- S-Turns
- Return to KDWH
- Traffic Pattern operations
- Short and Soft Field Takeoffs and Landings
- After landing, parking and securing.

### INSTRUCTOR CHECKLIST

- ☐ Appropriate logbook and certificate endorsements
- ☐ Solo - Steep Turns, Ground Reference maneuvers, Short-field and soft- field takeoffs and landings

## PHASE 9 COMPLETION STANDARDS

### STUDENT MUST BE ABLE TO:

- ☐ Safely plan and conduct a cross-country flight without instructor assistance.
- ☐ Utilize radio communications, navigations systems/facilities and radar services as appropriate for simulated instrument conditions.
- ☐ Recognize and correctly apply emergency memory items and checklists.
- ☐ Perform short- and soft-field landings utilizing correct procedures.

Where am I at in my training?

**STAGE 2 | PHASE 9 | LESSON 4**  
**(Lesson 30)**

### Phase 9 Ground Training Checklist

|                                               | Instruction Given | Describe | Explain |
|-----------------------------------------------|-------------------|----------|---------|
| Cross-country flight planning and performance |                   |          |         |

### Phase 9 Proficiency Checklist

|                                                                                                                                                                                                          | Practice | Perform | Manage/Decide |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|---------------|
| <b>Single-pilot resource management</b><br><i>Utilizes all resources available to ensure the successful completion of the flight</i>                                                                     |          |         |               |
| <b>Task management</b><br><i>Prioritizes and selects the most appropriate tasks</i>                                                                                                                      |          |         |               |
| <b>Risk management</b><br><i>Maintains situational awareness, problem recognition and good judgment to reduce associated risks</i>                                                                       |          |         |               |
| <b>Situational awareness</b><br><i>Maintains an accurate perception and understanding of location, surrounding factors and conditions</i>                                                                |          |         |               |
| <b>Aeronautical decision making</b><br><i>Uses a systematic approach to consistently determine the best course of action for the circumstances</i>                                                       |          |         |               |
| <b>Controlled flight into terrain awareness</b><br><i>Demonstrates awareness of relation to obstacles and terrain through all phases of flight</i>                                                       |          |         |               |
| <b>Automation management</b><br><i>Demonstrates ability to understand and operate installed equipment such as GPS and/or autopilot if installed</i>                                                      |          |         |               |
| <b>Preflight procedures</b>                                                                                                                                                                              |          |         |               |
| <b>Appropriate logbook and certificate endorsements</b><br><i>Obtains appropriate instructor endorsements</i>                                                                                            |          |         |               |
| <b>Route selection</b><br><i>Selects safe routing free of obstructions and hazardous weather</i>                                                                                                         |          |         |               |
| <b>Flight publications and currency</b><br><i>Utilizes current flight publications such as sectional and/or terminal area charts, Chart Supplement, NOTAMs and other time-sensitive navigation tools</i> |          |         |               |
| <b>Obtaining a weather briefing</b><br><i>Obtains an appropriate weather briefing from an FAA approved source</i>                                                                                        |          |         |               |
| <b>Cross-country flight planning and performance</b><br><i>Utilizes performance charts and completes planning for route</i>                                                                              |          |         |               |
| <b>In-flight</b>                                                                                                                                                                                         |          |         |               |
| <b>Cross-country navigation log</b><br><i>Completes and utilizes a navigation log</i>                                                                                                                    |          |         |               |
| <b>Cockpit management</b><br><i>Cockpit is organized and resources are accessible to pilot</i>                                                                                                           |          |         |               |
| <b>Power settings and mixture control</b><br><i>Sets appropriate power settings and utilizes correct procedures for leaning mixture</i>                                                                  |          |         |               |
| <b>Opening flight plans</b><br><i>Opens FAA flight plan</i>                                                                                                                                              |          |         |               |

**Phase 9 Proficiency Checklist continued**

|                                                                                                                                                                        |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| VFR flight following<br><i>Utilizes VFR radar services as available</i>                                                                                                |  |  |  |
| In-flight weather resources<br><i>Utilizes all available weather resources to make informed decisions</i>                                                              |  |  |  |
| Basic instrument maneuvers (IR)<br><i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+/- 10 knots)</i>                                                |  |  |  |
| 180° turn (IR)<br><i>Maintains altitude (+/- 200 feet), heading (+/- 20°), airspeed (+/- 10 knots)</i>                                                                 |  |  |  |
| GPS orientation and tracking, <i>if equipped</i> (IR)<br><i>Maintains altitude (+/- 200 feet), heading (+/- 10°), airspeed (+/- 10 knots)</i>                          |  |  |  |
| VOR orientation and tracking, <i>if equipped</i> (IR)<br><i>Maintains altitude (+/- 200 feet), heading (+/- 10°), airspeed (+/- 10 knots)</i>                          |  |  |  |
| Pilotage and dead reckoning<br><i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>                                                                            |  |  |  |
| Navigation aids and radar services<br><i>Maintains altitude (+/- 150 feet), headings (+/- 15°)</i>                                                                     |  |  |  |
| Recovery from unusual attitudes (IR)<br><i>Recovers promptly to a stabilized level flight attitude using coordinated control application in the correct sequence</i>   |  |  |  |
| Emergency operations<br><i>Follows the manufacturer-recommended procedures while maintaining control of the airplane</i>                                               |  |  |  |
| At least 100 nm total distance with landings at three different airports<br><i>Reviews airport information, NOTAMS, forecast weather and plans alternative actions</i> |  |  |  |
| At least one leg with a straight-line distance more than 50 nm<br><i>Reviews airport information, NOTAMS, forecast weather and plans alternative actions</i>           |  |  |  |
| Steep turns<br><i>Maintains altitude (+/- 150 feet), heading (+/- 15°), airspeed (+/- 15 knots), bank (+/- 8°)</i>                                                     |  |  |  |
| Maneuvers assigned by your instructor<br><i>Airman certification standards</i>                                                                                         |  |  |  |
| Ground reference maneuvers<br><i>Maintains altitude (+/- 150 feet), airspeed (+/- 10 knots)</i>                                                                        |  |  |  |
| Short-field takeoff and maximum performance climb<br><i>Pitch attitude: <math>V_X (+10/-5 \text{ knots})</math> then <math>V_Y (+10/-5 \text{ knots})</math></i>       |  |  |  |
| Short-field approach and landing<br><i>Stabilized approach (+10/-5 knots), touches down at or within 250 feet</i>                                                      |  |  |  |
| Soft-field takeoff and climb<br><i>Maintains takeoff power, <math>V_X</math> or <math>V_Y</math> as appropriate (+10/-5 knots)</i>                                     |  |  |  |
| Soft-field approach and landing<br><i>Recommended airspeed or <math>1.3 V_{SO}</math> (+/- 10 knots)</i>                                                               |  |  |  |

**Phase 9 completion standards:**

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated questions for each lesson, and have reviewed and reconciled all deficient areas to 100% with the instructor
- All tasks listed in this Phase 9 Ground Training and Proficiency Checklists
  - Are graded independently by the instructor and yourself, then discussed, and
  - Your instructor has evaluated and assessed your performance at the desired level as Explain, and Perform or Manage/Decide, as appropriate

**STAGE 3: PREPARING FOR YOUR PRACTICAL TEST**  
**PHASE 10: PREPARING FOR YOUR PRACTICAL TEST**  
**SCENERIO 1: MOCK FAA PRACTICAL TEST (Lesson 30)**

United Flight Systems



**LESSON OBJECTIVE**

You will fly with a designated instructor to ensure you are ready for the practical test.

**REAL WORLD SCENARIO**

You are to demonstrate the skills listed below to the designated instructor to confirm that you are prepared for your private pilot checkride.

**HOMEWORK**

- **Flight Planning:** Plan a cross-country flight to a destination assigned by your instructor. Your flight planning must be 100% complete prior to your lesson start time or you will not be able to start the ground portion of this lesson.
- **Maneuvers Review:** Review the [UFS Maneuvers Guide](#) and be prepared to demonstrate all of the skills and subject areas you have learned during your training.

**LESSON SCHEDULE**

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

**TESTING YOUR KNOWLEDGE**

This final flight with your instructor will be the determining factor on whether you are ready to advance towards your final progress check and eventually your FAA Practical Test. You should be prepared to discuss and demonstrate anything and everything you have learned up to this point, including:

- Single-pilot resource management
- Preflight preparation and Procedures
- Airport operations
- Takeoffs, landings, and go-around/rejected landings
- Performance Maneuvers, Slow Flight, Stalls, and Ground Reference.
- Flight Planning and Navigation
- Emergency Operations and Basic Instrument Flight

**LESSON OVERVIEW**

|                                                                                                             |                                                          |
|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <b>WHERE TO GO</b><br>West Practice Area                                                                    | <b>HOW TO GET THERE</b><br>Pilotage, GPS                 |
| <b>PLANNED DEVIATIONS</b><br>Multiple as assigned by your instructor.                                       | <b>PLANNED MALFUNCTIONS</b><br>Multiple Systems Failures |
| <b>PURPOSE / PRESSURES*</b><br>Demonstrate all of the skills required to pass your Private Pilot Checkride! | <b>RISKS*</b><br>STRESS FROM BEING EVALUATED             |

*\*REAL OR SIMULATED*

**FLIGHT PROFILE**

- |                                                  |                                                                                      |
|--------------------------------------------------|--------------------------------------------------------------------------------------|
| ○ Preflight complete!                            | ○ Diversion to an alternate                                                          |
| ○ Passenger Briefing                             | ○ Basic Attitude Instrument Flying (IR)                                              |
| ○ Start Engine & Warm-up                         | ○ Slow Flight and Stalls                                                             |
| ○ Student gets taxi clearance                    | ○ Steep turns                                                                        |
| ○ Taxi to Run-up Area                            | ○ Emergency descent                                                                  |
| ○ Engine Run-up                                  | ○ Emergency approach and landing (simulated)                                         |
| ○ Taxi to Depart                                 | ○ Ground reference maneuvers                                                         |
| ○ Takeoff Briefing                               | ○ Normal/Crosswind, Short/Soft Field, approaches, landings and go arounds, and slips |
| ○ Before takeoff check                           | ○ After landing, parking, and securing aircraft                                      |
| ○ Normal Takeoff & Climb                         |                                                                                      |
| ○ Level Off (pitch, power, trim)                 |                                                                                      |
| ○ Begin Flying towards your planned destination. |                                                                                      |
| ○ Simulated System malfunctions                  |                                                                                      |

**INSTRUCTOR CHECKLIST**

- ☐ Situational Awareness and Non-Technical Skills
- ☐ Cross-country flight planning and performance
- ☐ Stalls and Slow Flight
- ☐ Emergency operations
- ☐ Ground reference maneuvers
- ☐ Short -field takeoff, climb, approach and landing
- ☐ Soft-field takeoff, climb, approach and landing

**PHASE 10 COMPLETION STANDARDS**

**STUDENT MUST BE ABLE TO:**

- ☐ Perform to the current certification standards for the Private pilot certificate
- ☐ Pass the final \*Progress Check\*.
- ☐ Successfully complete all of the web-based knowledge instruction for the course.

Where am I at in my training?

**STAGE 3 | PHASE 10 | LESSON 1**  
(Lesson 30)

**STAGE 3: PREPARING FOR YOUR PRACTICAL TEST**  
**PHASE 10: PREPARING FOR YOUR PRACTICAL TEST**  
**SCENERIO 2: FINAL PROGRESS CHECK (Lesson 31)**

United Flight Systems



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### LESSON OBJECTIVE

You will fly with a Chief Instructor to ensure you are ready for the practical test.

### REAL WORLD SCENARIO

You are to demonstrate the skills listed below to the Chief Instructor to confirm that you are prepared for your private pilot checkride.

### HOMEWORK

- **Flight Planning:** Plan a cross-country flight to a destination assigned by your assigned Chief Instructor. Your flight planning must be 100% complete prior to your lesson start time or you will not be able to start the ground portion of this lesson.
- **Quiz:** Complete the [Stage 3 Final Progress Check Quiz](#). This must be done before your lesson!
- **Maneuvers Review:** Review the [UFS Maneuvers Guide](#) and be prepared to demonstrate all of the skills and subject areas you have learned during your training.

### LESSON SCHEDULE

|                 |                                |
|-----------------|--------------------------------|
| T-30 MINS       | STUDENT ARRIVES                |
| T-25 MINS       | PREFLIGHT AIRCRAFT             |
| T-10 MINS       | WATER AND BIO BREAK            |
| T-5 MINS        | CHECK IN WITH DISPATCHER       |
| 000 to 000 MINS | MEET FLIGHT INSTRUCTOR         |
| 000 to 018 MINS | PREFLIGHT DISCUSSION           |
| 018 to 120 MINS | FLIGHT LESSON                  |
| 120 to 150 MINS | DEBRIEF, FSP RECORDS & LOGBOOK |

### TESTING YOUR KNOWLEDGE

This final Progress Check will be conducted by one of the Chief Instructors and will be the determining factor on whether you are ready to advance towards your FAA Practical Test. You should be prepared to discuss and demonstrate anything and everything you have learned up to this point, including:

- Single-pilot resource management
- Preflight preparation and Procedures
- Airport operations
- Takeoffs, landings, and go-around/rejected landings
- Performance Maneuvers, Slow Flight, Stalls, and Ground Reference.
- Flight Planning and Navigation
- Emergency Operations and Basic Instrument Flight

### LESSON OVERVIEW

| WHERE TO GO                                                                  | HOW TO GET THERE            |
|------------------------------------------------------------------------------|-----------------------------|
| West Practice Area                                                           | Pilotage, GPS               |
| PLANNED DEVIATIONS                                                           | PLANNED MALFUNCTIONS        |
| Multiple as assigned by your instructor.                                     | Multiple Systems Failures   |
| PURPOSE / PRESSURES*                                                         | RISKS*                      |
| Demonstrate all of the skills required to pass your Private Pilot Checkride! | STRESS FROM BEING EVALUATED |
| *REAL OR SIMULATED                                                           |                             |

### FLIGHT PROFILE

- |                                                         |                                                                                      |
|---------------------------------------------------------|--------------------------------------------------------------------------------------|
| ○ Preflight complete!                                   | ○ Diversion to an alternate                                                          |
| ○ Passenger Briefing                                    | ○ Basic Attitude Instrument Flying (IR)                                              |
| ○ Start Engine & Warm-up                                | ○ Slow Flight and Stalls                                                             |
| ○ Student gets taxi clearance                           | ○ Steep turns                                                                        |
| ○ Taxi to Run-up Area                                   | ○ Emergency descent                                                                  |
| ○ Engine Run-up                                         | ○ Emergency approach and landing (simulated)                                         |
| ○ Taxi to Depart                                        | ○ Ground reference maneuvers                                                         |
| ○ Takeoff Briefing                                      | ○ Normal/Crosswind, Short/Soft Field, approaches, landings and go arounds, and slips |
| ○ Before takeoff check                                  | ○ After landing, parking, and securing aircraft                                      |
| ○ Normal Takeoff & Climb Level Off (pitch, power, trim) |                                                                                      |
| ○ Begin Flying towards your planned destination.        |                                                                                      |
| ○ Simulated System malfunctions                         |                                                                                      |

### INSTRUCTOR CHECKLIST

- ☐ Situational Awareness and Non-Technical Skills
- ☐ Cross-country flight planning and performance
- ☐ Stalls and Slow Flight
- ☐ Emergency operations
- ☐ Ground reference maneuvers
- ☐ Short -field takeoff, climb, approach and landing
- ☐ Soft-field takeoff, climb, approach and landing

### PHASE 10 COMPLETION STANDARDS

#### STUDENT MUST BE ABLE TO:

- ☐ Perform to the current certification standards for the Private pilot certificate
- ☐ Pass the final \*Progress Check\*.
- ☐ Successfully complete all of the web-based knowledge instruction for the course.

Where am I at in my training?

**STAGE 3 | PHASE 10 | LESSON 2**  
(Lesson 31)

## Stage 3, Phase 10: Preparing for Your Practical Test

### Phase 10 Ground Training Checklist

|                                    | Instruction<br>Given | Describe | Explain |
|------------------------------------|----------------------|----------|---------|
| Preparation for the practical test |                      |          |         |

### Phase 10 Proficiency Checklist

|                                                                                                                                                                                                     | Practice | Perform | Manage/<br>Decide |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|-------------------|
| <b>*Stage Check*</b><br><i>Satisfactorily pass the * Stage Check*</i>                                                                                                                               |          |         |                   |
| <b>Single-pilot resource management - Evaluated during all phases flight<br/>(including of pre-and postflight)</b>                                                                                  |          |         |                   |
| <b>Task management</b><br><i>Prioritizes tasks, completes in timely manner without distractions to flying, uses checklists</i>                                                                      |          |         |                   |
| <b>Risk management</b><br><i>Understands risk elements, uses tools i.e. PAVE, IMSAFE, 5P to assess and mitigate risks</i>                                                                           |          |         |                   |
| <b>Situational awareness</b><br><i>Identifies potential ground and airborne SA risks; understands and uses tools available to enhance SA</i>                                                        |          |         |                   |
| <b>Aeronautical decision making</b><br><i>Uses sound decision-making process, recognizes hazardous attitudes, appropriate response to changes</i>                                                   |          |         |                   |
| <b>Controlled flight into terrain awareness</b><br><i>Aware of potential terrain and obstacles from departure to destination as well as possible diversion routes, uses all resources available</i> |          |         |                   |
| <b>Automation management</b><br><i>If installed, utilizes autopilot/FMS to reduce workload as appropriate, understands modes and failures</i>                                                       |          |         |                   |
| <b>Preflight preparation</b>                                                                                                                                                                        |          |         |                   |
| <b>Certificates and documents</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                    |          |         |                   |
| <b>Airworthiness requirements</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                    |          |         |                   |
| <b>Weather information</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                           |          |         |                   |
| <b>Cross-country flight planning</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                 |          |         |                   |
| <b>National airspace system</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                      |          |         |                   |
| <b>Performance and limitations</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                   |          |         |                   |
| <b>Operation of systems</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                          |          |         |                   |
| <b>Aeromedical factors</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                                           |          |         |                   |
| <b>Principles of flight [Sport Pilot]</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                            |          |         |                   |

## Stage 3, Phase 10: Preparing for Your Practical Test

|                                                                                                                              |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <b>Preflight procedures</b>                                                                                                  |  |  |  |
| Preflight inspection<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                          |  |  |  |
| Cockpit management<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                            |  |  |  |
| Engine starting<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                               |  |  |  |
| Taxiing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                       |  |  |  |
| Runway incursion avoidance<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                    |  |  |  |
| Before takeoff check<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                          |  |  |  |
| <b>Airport operations</b>                                                                                                    |  |  |  |
| Radio communications<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                          |  |  |  |
| ATC light signals <b>[Private Pilot]</b><br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>      |  |  |  |
| Traffic patterns<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                              |  |  |  |
| Runway & taxiway signs, markings and lighting<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i> |  |  |  |
| <b>Takeoffs, landings, and go-arounds</b>                                                                                    |  |  |  |
| Normal and crosswind takeoff and climb<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>        |  |  |  |
| Normal and crosswind approach and landing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>     |  |  |  |
| Soft-field takeoff and climb<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                  |  |  |  |
| Soft-field approach and landing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>               |  |  |  |
| Short-field takeoff and climb<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                 |  |  |  |
| Short-field approach and landing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>              |  |  |  |
| Forward slip to a landing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                     |  |  |  |
| Go-around/rejected landing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                    |  |  |  |
| <b>Performance maneuvers</b>                                                                                                 |  |  |  |
| Steep turns<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                   |  |  |  |
| <b>Ground reference maneuvers</b>                                                                                            |  |  |  |
| Rectangular course<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                            |  |  |  |
| S-turns<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                       |  |  |  |
| Turns around a point<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                          |  |  |  |

## Stage 3, Phase 10: Preparing for Your Practical Test

|                                                                                                                                                                         |  |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <b>Navigation</b>                                                                                                                                                       |  |  |  |
| Pilotage and dead reckoning<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category except maintains appropriate altitude +/- 100 feet</i>           |  |  |  |
| Navigation systems and radar services<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category except maintains appropriate altitude +/- 100 feet</i> |  |  |  |
| Diversion<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category except maintains appropriate altitude +/- 100 feet</i>                             |  |  |  |
| Lost procedures<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                          |  |  |  |
| <b>Slow flight &amp; stalls</b>                                                                                                                                         |  |  |  |
| Maneuvering during slow flight<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                           |  |  |  |
| Power-off stalls<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                         |  |  |  |
| Power-on stalls<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                          |  |  |  |
| Spin awareness<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                           |  |  |  |
| <b>Basic instrument maneuvers [Private Pilot]</b>                                                                                                                       |  |  |  |
| Straight-and-level flight (IR)<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                           |  |  |  |
| Constant airspeed climbs (IR)<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                            |  |  |  |
| Constant airspeed descents (IR)<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                          |  |  |  |
| Turns to headings (IR)<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                   |  |  |  |
| Recovery from unusual flight attitudes (IR)<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                              |  |  |  |
| Radio communications, navigation systems/facilities, and radar services (IR)<br><i>Airman certification standards except maintains heading +/- 10°</i>                  |  |  |  |
| <b>Emergency operations</b>                                                                                                                                             |  |  |  |
| Emergency descent<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                        |  |  |  |
| Emergency approach and landing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                           |  |  |  |
| Systems and equipment malfunctions<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                       |  |  |  |
| Emergency equipment and survival gear<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                    |  |  |  |
| <b>Night operation [Private Pilot]</b>                                                                                                                                  |  |  |  |
| Night preparation<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                                        |  |  |  |
| <b>Postflight procedures</b>                                                                                                                                            |  |  |  |
| After landing, parking and securing<br><i>Current revision of FAA-S-ACS-6, Private Pilot for Airplane Category</i>                                                      |  |  |  |

### **Phase 10 Proficiency completion standards:**

You have completed this phase when

- You have completed the web-based lessons for this phase, answered the associated



## Ground and Flight Training CFI Signoff Form

| Private Pilot Ground Training 61.105(a)(b)(1-13) |                                                                                                                                                                           |               |           |             |          |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-------------|----------|
| Date                                             | Subject                                                                                                                                                                   | CFI Signature | Cert/Exp. | Lesson Time | Location |
|                                                  | Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations;                                      |               |           |             |          |
|                                                  | Accident reporting requirements of the National Transportation Safety Board;                                                                                              |               |           |             |          |
|                                                  | Use of the applicable portions of the "Aeronautical Information Manual" and FAA advisory circulars;                                                                       |               |           |             |          |
|                                                  | Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems;                                                                     |               |           |             |          |
|                                                  | Radio communication procedures;                                                                                                                                           |               |           |             |          |
|                                                  | Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts; |               |           |             |          |
|                                                  | Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;                                                |               |           |             |          |
|                                                  | Effects of density altitude on takeoff and climb performance;                                                                                                             |               |           |             |          |
|                                                  | Weight and balance computations;                                                                                                                                          |               |           |             |          |
|                                                  | Principles of aerodynamics, powerplants, and aircraft systems;                                                                                                            |               |           |             |          |
|                                                  | Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings;                                                            |               |           |             |          |
|                                                  | Aeronautical decision making and judgment; and                                                                                                                            |               |           |             |          |
|                                                  | Preflight action that includes—                                                                                                                                           |               |           |             |          |
|                                                  | How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and |               |           |             |          |
|                                                  | How to plan for alternatives if the planned flight cannot be completed or delays are encountered.                                                                         |               |           |             |          |
|                                                  | Review of deficiencies identified on airman knowledge test.                                                                                                               |               |           |             |          |
|                                                  | PLT Codes:                                                                                                                                                                |               |           |             |          |

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Ground and Flight Training CFI Signoff Form

| Private Pilot Flight Training 61.107(b)(1)(i-xii) |                                                                   |               |           |             |          |
|---------------------------------------------------|-------------------------------------------------------------------|---------------|-----------|-------------|----------|
| Date                                              | Subject                                                           | CFI Signature | Cert/Exp. | Lesson Time | Location |
|                                                   | Preflight preparation;                                            |               |           |             |          |
|                                                   | Preflight procedures;                                             |               |           |             |          |
|                                                   | Airport and seaplane base operations;                             |               |           |             |          |
|                                                   | Takeoffs, landings, and go-arounds;                               |               |           |             |          |
|                                                   | Performance maneuvers;                                            |               |           |             |          |
|                                                   | Ground reference maneuvers;                                       |               |           |             |          |
|                                                   | Navigation;                                                       |               |           |             |          |
|                                                   | Slow flight and stalls;                                           |               |           |             |          |
|                                                   | Basic instrument maneuvers;                                       |               |           |             |          |
|                                                   | Emergency operations;                                             |               |           |             |          |
|                                                   | Night operations, except as provided in §61.110 of this part; and |               |           |             |          |
|                                                   | Postflight procedures.                                            |               |           |             |          |

# Private Pilot (ASEL) Rating - Checkride Worksheet – Part 61

APPLICANT'S NAME

FTN

APPLICATION NUMBER

## ELIGIBILITY REQUIREMENTS – §61.103(a)(c)

- ☐ Be at least 17 years of age,
- ☐ Be able to read, speak, write, and understand the English language.

☐ §61.109(a): 40 Hours Total Flight Time

☐ §61.109(a): 20 Hours DUAL Flight Training from an authorized instructor:

☐ §61.109(a)(1): 3 hours of DUAL CROSS-COUNTRY flight training:

| DATE | AIRCRAFT | ACTIVITY | TIME |
|------|----------|----------|------|
|      |          |          |      |
|      |          |          |      |
|      |          |          |      |
|      |          |          |      |

☐ §61.109(a)(2): 3 hours DUAL NIGHT

- ☐ §61.109(a)(2)(i): One DUAL NIGHT cross-country over 100 nautical miles  
TOTAL DISTANCE:

| DATE | AIRCRAFT | ROUTE | TIME |
|------|----------|-------|------|
|      |          |       |      |
|      |          |       |      |
|      |          |       |      |
|      |          |       |      |

- ☐ §61.109(a)(2)(ii): 10 NIGHT takeoffs and landings to a full stop, each including flight in the pattern, at an airport:

| DATE | AIRCRAFT | TAKEOFFS | LANDINGS | AIRPORT |
|------|----------|----------|----------|---------|
|      |          |          |          |         |
|      |          |          |          |         |
|      |          |          |          |         |

- ☐ §61.109(a)(3): 3 hours of DUAL flight training solely by reference of 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.

| DATE | AIRCRAFT | ACTIVITY | TIME |
|------|----------|----------|------|
|      |          |          |      |
|      |          |          |      |
|      |          |          |      |

- ☐ §61.109(a)(4): 3 hours of DUAL flight training in preparation for the practical test within the preceding 2 calendar months from the month of the test.

| DATE | AIRCRAFT | ACTIVITY | TIME |
|------|----------|----------|------|
|      |          |          |      |
|      |          |          |      |
|      |          |          |      |
|      |          |          |      |

☐ §61.109(a)(5): 10 Hours SOLO Flight Time:

- ☐ §61.109(a)(5)(i): 5 hours of SOLO CROSS COUNTRY flight time.

| DATE | AIRCRAFT | ROUTE | TIME |
|------|----------|-------|------|
|      |          |       |      |
|      |          |       |      |
|      |          |       |      |
|      |          |       |      |

# Private Pilot (ASEL) Rating - Checkride Worksheet – Part 61

APPLICANT'S NAME

FTN

APPLICATION NUMBER

- ☐ **§61.109(a)(5)(ii):** 1 LONG SOLO CROSS COUNTRY flight:

☐

- 150 nautical miles TOTAL DISTANCE
- Full-stop landings at three points
- One segment of the flight consisting of a straight-line distance of more than 50 nautical miles between takeoff and landing locations.

| DATE: |         |         |          |
|-------|---------|---------|----------|
| LEG   | AIRPORT | AIRPORT | DISTANCE |
| 1     |         |         |          |
| 2     |         |         |          |
| 3     |         |         |          |

- ☐ **§61.109(a)(5)(iii):** 3 SOLO takeoffs and landings to a full stop, each including flight in the pattern, at an airport with an operating control tower.

| DATE | AIRCRAFT | TAKEOFFS | LANDINGS | AIRPORT |
|------|----------|----------|----------|---------|
|      |          |          |          |         |
|      |          |          |          |         |
|      |          |          |          |         |

## REQUIRED ENDORSEMENTS

- ☐ **US CITIZENSHIP §1533.3(h):** CFI must attest that student has presented documents establishing US Citizenship. (TSA Approval is required otherwise).
- ☐ **PRE-SOLO AERONAUTICAL KNOWLEDGE §61.87(b):** Satisfactorily completed the pre-solo knowledge test of § 61.87(b) for the aircraft.
- ☐ **PRE-SOLO FLIGHT TRAINING §61.87(c)(1)(2):** Satisfactorily complete training on maneuvers and procedures appropriate to the aircraft and has demonstrated proficiency and safety in the aircraft.
- ☐ **SOLO (1<sup>st</sup> 90-Days) §61.87(n)** Meets requirements and is proficient to solo the aircraft.
- ☐ **SOLO (Additional 90-Days) §61.87(p)** Still meets requirements and is proficient to solo the aircraft. (MUST BE VALID FOR CHECKRIDE!!!).
- ☐ **SOLO (Other Airports within 25nm) §61.93(b)(1)** Meets requirements and is proficient to solo the aircraft at other airports.
- ☐ **SOLO CROSS COUNTRY TRAINING §61.93(b)(1-2):** Meets requirements and is proficient to fly solo cross countries in the aircraft.
- ☐ **EACH SOLO CROSS COUNTRY FLIGHT §61.93(c)(3):** Meets requirements and is proficient to fly solo cross countries in the aircraft.
- ☐ **AERONAUTICAL KNOWLEDGE AND WRITTEN TEST §61.103(d) and §61.105(b):** Conducted training or reviewed home study on the areas detailed in §61.105(b) and certified that the person is prepared for the required knowledge test.
- ☐ **KNOWLEDGE TEST DEFICIENCIES §61.39(a)(6)(iii):** An endorsement that says the instructor has reviewed the knowledge test items missed. (*Not needed if applicant made 100%*)
- ☐ **PRACTICAL TEST PREREQUISITES AND PROFICIENCY §61.39(a) and §61.107(b)(1)** Certifying that the student has received training and experience in accordance with §61.107(b)(1) including having logged at least 3 hours training time in the 2 calendar months preceding the practical test and is prepared for the practical test
- ☐ **Retesting After Failure: §61.49** Additional training and proficiency when retesting after failure. (*Only required if an applicant has failed this practical test on a previous attempt*).
- ☐ **Completed Flight and Ground Training Signoff Form**