

## PRE SOLO CHECK FLIGHT

This flight is an evaluation flight, the chief flight instructor or a designated check airman will review the students ability to perform the following task in accordance with the FAA's Single Engine Land Practical Test Standards for Private Pilots. The use of the SEL PTS are the benchmark for grading the SNP. A "G/4" or better is a passing grade on all tasks except for the "Forward Slip to a Landing" task, in which a "F/3" is acceptable. Deviations from the standards shall be recorded and comments made on the task not performed to standard.

**Basic Air Work (BAW) Standards** not covered by PTS will be Altitude +/- 150 ft, Airspeed +/- 10 Kts, Heading +/-15 degrees, Rwy Ctr Line between the Wing Tips on T/Os & Lndgs and Nose Wheel on Taxi Line during Taxi.

Grading will utilize provided guidance.

NG/1 = Demonstrated, U/2 = Unable, F/3 = Fair, G/4 = Good, E/5 = Excellent

**PREREQUISITES:**

The SNP has taken and passed the Pre Solo Written Exam on \_\_\_\_\_ with a score of \_\_\_\_\_. (#\_\_\_\_\_ of Attempts.)

The SNP has received a minimum of 10 dual hours of flight instruction.

SNP has received training in all the following tasks that are to be evaluated.

TASK	Grade	Deviation From Standard			Comments
		Altitude	Airspeed	Heading	
<b>1 PREFLIGHT PREPARATION (Oral Exam of Material and Procedures)</b>					
a. Certificates and Documents	_____	_____	_____	_____	_____
b. Airworthiness Requirements	_____	_____	_____	_____	_____
c. Weather Information	_____	_____	_____	_____	_____
d. Local Airspace System	_____	_____	_____	_____	_____
e. Performance and Limitations	_____	_____	_____	_____	_____
f. Airplane Systems and Operation	_____	_____	_____	_____	_____
g. Aero Medical Factors / (I.M.S.A.F.E. Checklist)	_____	_____	_____	_____	_____
h. Airport & Runway Markings and Lighting	_____	_____	_____	_____	_____
i. Collision, Windshear and Wake Turbulence Avoidance	_____	_____	_____	_____	_____
j. Spin Awareness	_____	_____	_____	_____	_____
k. Emergency Procedures	_____	_____	_____	_____	_____
<b>2 PREFLIGHT PROCEDURES</b>					
a. Preflight Inspection	_____	_____	_____	_____	_____
b. Cockpit Management	_____	_____	_____	_____	_____
c. Engine Start	_____	_____	_____	_____	_____
d. Taxi	_____	_____	_____	_____	_____
e. Before Takeoff Check	_____	_____	_____	_____	_____
<b>3 AIRPORT AND TRAFFIC PATTERN OPERATION</b>					
a. Traffic Pattern	_____	_____	_____	_____	_____
b. Radio Communications and ATC Light Signals	_____	_____	_____	_____	_____
<b>4 TAKEOFFS, LANDINGS, AND GO-AROUNDS</b>					
a. Normal and Crosswind Takeoff and Climb	_____	_____	_____	_____	_____
b. Normal and Crosswind Approach and Landing	_____	_____	_____	_____	_____
c. Forward Slip to a Landing	_____	_____	_____	_____	_____
d. Go-Around/Rejected Landing	_____	_____	_____	_____	_____
<b>5 PERFORMANCE MANEUVERS</b>					
a. Steep Turns	_____	_____	_____	_____	_____
<b>6 GROUND REFERENCE MANEUVERS</b>					
a. Rectangular Course	_____	_____	_____	_____	_____
b. S-Turns (If Applicable)	_____	_____	_____	_____	_____
c. Turns Around a Point (If Applicable)	_____	_____	_____	_____	_____
<b>7 SLOW FLIGHT AND STALLS</b>					
a. Maneuvering During Slow Flight	_____	_____	_____	_____	_____
b. Power-On Stall	_____	_____	_____	_____	_____
c. Power-Off Stall	_____	_____	_____	_____	_____



**PRE SOLO CHECK FLIGHT****Grading Procedures****General Standards.**

Achieve training standards for visual meteorological condition (VMC) maneuvers in conjunction with visual clearing.

Unless otherwise specified, use Basic Air work (BAW) standards for all items with altitude, airspeed, or heading parameters.

"Standard" equates to good (G/4).

Aircraft control must be smooth and positive. Performance may be within PTS and still not warrant a grade of "Good" if control inputs are delayed, erratic, imprecise, or inappropriate. Slight deviations in establishing or maintaining the proper or desired aircraft attitude or position may occur during the maneuver being performed.

Momentary deviations outside PTS that do not compromise flight safety are acceptable if subsequent corrections are timely.

Procedural knowledge and application must comply with applicable directives and allow efficient accomplishment of the flight.

**Task / Maneuver Grading.** Use the following grading scale to document the student's characteristic performance on tasks and maneuvers during the evaluation flight. This is an absolute grading scale. Judge the student's proficiency only against the item's Practical Test Standards (PTS) or Basic Air Work (BAW) Standards. Comments shall be consistent with grades.

Symbol	Definition
U/2	<b>Unable</b> - Performance is unsafe or lacks sufficient knowledge, skill, or ability. Deviations greatly exceed PTS, significantly disrupting performance. Corrections significantly lag deviations or aggravate the deviations.
F/3	<b>Fair</b> - Performance is safe, but with limited proficiency. Deviations exceed PTS, detracting from performance. Corrections noticeably lag deviations, and may not be appropriate. Example: Using bank angle to compensate for poor rudder trim would be an inappropriate correction for heading deviations.
G/4	<b>Good</b> - Characteristic performance is within PTS. Deviations outside PTS are allowed, provided they are brief, minor, and do not affect safety of flight. Corrections must be appropriate and timely.
E/5	<b>Excellent</b> - Greatly surpasses PTS. Performance is correct, efficient, and skillful. Deviations are very minor. Corrections, if required, are initiated by the student and are appropriate, smooth, and rapid.