

PPL POA REVISED AUGUST 31, 2021

JARED
NEWMAN
6-19-23 ✓

II. PREFLIGHT

- A. ASSESSMENT
- B. FLIGHT DECK MANAGEMENT
- C. ENGINE START
- D. TAXI
- E. BEFORE TAXI/YAKOFF CHECKS ✓

III. AIRPORT OPERATIONS

- A. COMMUNICATIONS AND LIGHT SIGNALS ✓
- B. TRAFFIC PATTERN ✓

IV. TAKEOFF-TASKS A THRU F, N (maybe M)

YOU DECIDED YOU WOULD DO A FEW TAKEOFFS AND LANDINGS IN TRAFFIC PATTERN PRIOR TO YOUR DEPARTURE FOR LAKE HAVASU. YOU ARE CURRENT BUT YOU WANT GAIN SOME ADDITIONAL PROFICIENCY. YOU DO A NORMAL TAKEOFF AND LANDING TO A FULL STOP, FOLLOWED BY SHORT FIELD AND SOFT FIELD TAKEOFF & LANDINGS. (Vx to 50' then Vy on short field takeoff). YOU

REMAIN IN TRAFFIC PATTERN AND DO A SLIP TO A LANDING, FOLLOWED BY GO AROUND. (within 400' of intended touchdown.)

all Landings OK ✓

NAVIGATION VI- A,B,and C D

You are done with your landings and proceed on course to LH. (Note: This could be started immediately after the first takeoff if the current traffic in pattern will not permit the landing tasks to be completed.)

PILOT MUST USE ALL NAVIGATION, PILOTAGE, DEAD RECKONING, AND OR RADIO NAVIGATION AND USE OR SIMULATE ATC FLIGHT FOLLOWING. (pilot needs to be within 3 miles, 5 minutes, +/- 200 ft/15 degrees of flight plan)

A SIMULATED EMERGENCY SITUATION ARISES. (Engine temp rising) PILOT NEEDS TO MAKE A DECISION AND DIVERT TO NEAREST SUITABLE. (F70 closed due to disabled aircraft) DISCUSS LOST PROCEDURES AND USE OF EMERGENCY AUTHORITY AND THE MAX USE OF SRM. (Note: if all landing not done before the diversion then tell Pilot his flaps are not working and do a slip to landing at the diversion airport.) WHEN LANDING ASSURED WITHIN 400 ft (of purposed touchdown point a go around may be made if not accomplished before.)

TASK V-B - GROUND REFERENCE MANEUVERS

BREAKING AWAY FROM SCENARIO

INSTRUCT PILOT TO FLY VFR TO PRACTICE AREA.
CHOOSING POINT ON GROUND AND ACCOMPLISH
TURNS AROUND A POINT. (Max altitude within 100 ft and
speed with 10 kits,) ✓

TASKS VIII-A-F BASIC INSTRUMENT MANEUVERS

CLIMB TO ALTITUDE UNDER HOOD ON ASSIGNED
HEADING TO INTERCEPT 120 RADIAL OFF OF HDF VOR
AND PROCEED OUTBOUND. DO TURNS AND SPEED
ADJUSTMENT DURING CLIMB. ✓ ✓

TASKS VII-E- RECOVERY FROM UNUSUAL ATTITUDES

DPE TAKES CONTROLS AND PLACES AIRCRAFT IN
VARIOUS UNUSUAL ATTITUDES. PILOT ✓
DEMONSTRATES RECOVERY TECHNIQUE. ✓ *OK*

TASKS- SLOW FLIGHT AND STALLS/RECOVERY

SLOW FLT WITHIN 100/10/10. TURNS, CLIMBS,
DESCENT. DISCUSS SPIN AWARENESS ✓

TASK- VII-C- POWER ON STALLS (coordinated) ✓
65% POWER, HDG WITHIN 10 DEGREE HEADING ✓

*little feet
about
on app
stall.*

see power panel

TASK-VII-B-POWER OFF STALLS

WITHIN 10 DEGREES, RETRACT FLAPS CLIMB AT V_x/V_y

+90 - 90 close

TASK-V-A- STEEP TURNS

(360 duration, 5 degrees of bank, 100 ft of altitude, 10 degrees of heading)

TASKS-IX-B, A and C -EMERGENCY APPROACH AND LANDING/ EMERGENCY DESCENT

well done

(ABC's of engine failure) CHECKLIST ✓

Emergency descent (100 Ltd min try to blow fire out System malfunction/fire, electrical etc.) ✓

TASK XI and XII ✓

POST-FLIGHT PROCEDURES ✓

NIGHT OPERATIONS DISCUSSION ✓

*done in
control room
RW
clear*