


# Canadian ppl flight test guide

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This forum was designed to discuss flight instructions/university and college programs. Moderators: lifssister, North Shore, ahramin, sky limit, sepia, Sulako, Right-placed captain shivam282 Rank 1 Posts: 47 Joined: W Oct 11, 2016 5:51pm Post shivam282 Fri 08, 2018 2:11pm AY. What is the best way to explore for PPL Flight Test land/oral test? I'm not too worried about air items because I'm ok with them. However, I don't think I know much about land items other than speed, emergency procedures and the basics of C152. I just recently bought a book Called Flight Test Notes. Thank you. ----- ADS ----- FreelanceInstructor Rank 1 Posts: 33 Posted: 17 Oct 2017 3:15pm :3:15 pm FreelanceInstructor's Fri June 08, 2018 7:19pm I'd like to take a look at the private pilot flight test guide. I think the biggest question is, how close are you to summer testing? You instructor is required to do a mock flight test with you where he does a small role-playing game with you. This is where the instructor gets to better assess you, where you need work, what are your strengths, etc. If you have received a flight test recommendation given to you by your instructor and have not done this pre-assessment test, can I suggest you go back to it and advise that it is better to prepare you for the summer test? Now look at the guide to the summer. There are multiples of different theories and practical elements that one would expect you to know. Concepts such as calculating weight and balance issues based on the designated cross-country route given to you for scheduling before the test. You will almost always find that the scenario they assign you will put you outside of the approved weight and balance envelope, in which case, you need to know how to handle the out-of-balance scenario (hint: the answer is not just saying that you would move pax/baggage/taking on less gas). Determining what documentation is valid, up to date, and legal is also expected of you, along with some basic air law, meteorology, navigation and general knowledge issues that one would expect on a written PPL exam. Take a look through the flight test guide is my most important recommendation when trying to prepare for summer tests. This plan will include everything your expert can ask you. First of all, please.... Consult an instructor if you have any questions. Your instructor should be the most important resource available to you. ----- ADS ----- Bede Rank 11 Messages: 3216 Joined: W Mar 09, 2004 5:52am Message from Bede Sat June 09, 2018 6:14am No.1 freelance instructor Big One People have problems with is to prove to me that this aircraft is a flight fitness. Make sure you have all prepared-Wx, WEBLOG, know your Ok. As long as you have this stuff down you will do well. Common theme theme Your test is decision-making. If you make a few bad mistakes but the expert can see that you have common sense and make the right decisions, he is much more likely to view your mistakes positively than if he could say that you are unable to make decisions. For example, if it gives you a script for a leak or precaution and you create more risk than necessary. ----- ADS ----- Aviatard Rank 6 Messages: 460 Joined: Fri Aug 05, 2005 2:45am Location: In the box behind the Walmart Post by Aviatard Sat June 09, 2018 7:57am Bede wrote: Sat June 09, 2018 6:14am Big One people have a problem with is to prove to me that this plane is airworthiness. So how would you respond to that? A few things come to mind: - hourly maintenance has been done - there are enough hours left until the next inspection to complete the flight; if not, can an extension be arranged if the MCM is allowed? - outside phase points within the terms of their inspection (- any tolerances allowed by MCM) - There are no unresolved defects - the impact of any deferred defects on the proposed flight was assessed - the airworthiness directives have been completed - pre-flight inspection has been made - the aircraft can be operated within its limitations, as indicated in the POH and/or posters - weight and balance, for example, For example, the insurance may have expired, but the aircraft is still flight-related. ----- ADS ----- PilotDAR Rank 11 Messages: 3282 Joined: Sun September 30, 2012 6:46 p.m. Location: Near CNJ4 Orillia, Ontario Post PilotDAR Sat June 09, 2018 10:38am Aviatard brings up some good points about airworthiness, however some of these aspects may seem intimidating, especially if the instruction on these items was bad. - hourly maintenance has been done - there are enough hours left before the next inspection to complete the flight; if not, can an extension be arranged if the MCM is allowed? - Outside phase items within their inspection deadlines (any tolerances allowed by MCM) are not straight forward. The pilot should certainly be aware of these factors and should know who should be asking about compliance and how. If you have access to a travel log, there will be a record of the last service, although this may not directly indicate to you the interval allowed for the next service (especially for the out-of-phase items). And different organizations can process and record these things in different ways. So, know that there may be differences based on the aircraft operator and then ask and understand how the maintenance of this aircraft is recorded. You may find a more useful board somewhere in the office that shows the following maintenance on the plane. If there is such a board, I suggest suggest the student be aware of this, and understand how to interpret what he says about the plane. - There are no unresolved defects It is better to ask how they are recorded for the plane you fly (where to look for them). They should be available to the next pilot, but they are not always in the same location. Maybe in a travel magazine, though it may be in a separate log snag. As a pilot, you need to know where to look. - The impact of any deferred defects on the proposed flight has been estimated well it's a big... GA aircraft do not have an approved method for the pilot to take a lower level of airworthiness. The plane either meets its type of certificate, or it does not. I agree that you don't need to work nav lights during the day-only flight, or maybe you don't need comm 2 for work, but can any instructor show where the approved document allows you to work with defects? If it's recorded in the company's management, make sure you're familiar with it! - The airworthiness directives have been completed, I would be surprised if this information is readily available for the pilot to determine, but yes, the pilot should at least understand the consequences. - The flight test was carried out by Yup. - The aircraft can be operated within its limits as stated in the POH and/or posters - weight and balance, for example, Yes, your weight and balance should be correct and you should know where your basic information is. And yes, you should stick to other restrictions in section 2 of the flight manual. So, yes, every poster in the Flight Guide Restrictions section should be in place on the plane. When I was challenged to comply with the restrictions of Section 2, I asked several self-important people, like as a pilot, I had to enforce restrictions for which I do not have the equipment to measure what the plane is doing/did. Every flight ga guide I remember has limitations for the G- few flight load few planes equipped to measure it! ----- ADS ----- Photofly Top Poster Messages: 8103 Joined: W Jan 18, 2011 4:47pm Location: Making aviation tedious, everywhere Mail on photofly Sat June 09, 2018 2:05pm PilotDAR wrote: Sat June 09, 2018 10:38am - there are no unresolved defects Better ask how they are recorded for the plane you fly (where to look for them). They should be available to the next pilot, but they are not always in the same location. Maybe in a travel magazine, though it may be in a separate log snag. As a pilot, you need to know where to look. I don't think there is any discretion about it: 605.94 (1) Details set in Column I of Paragraph I in this department should be recorded in the Travel Journal at the time set in Column II of the paragraph and the person responsible for making the entries set in Column III of the item. Schedule 1 line 9 column 1: Features of any defect in any aircraft or its equipment, which becomes apparent during flight operations and in column 3: Pilot in the team of the aircraft I do not believe the alternative logs of the snag approved, or legitimate. This is particularly important in flight training units, which are subject to 406.41. Transport is getting very stropy about it. GA planes do not have an approved method for a pilot to adopt a smaller standard of airworthiness... I agree that you don't need to work navigation lights during the day-only flight, we've had a long discussion thread about it lately. There is an approved method to determine if some malfunctioning equipment is a matter of airworthiness or not. Reference to 605.10: 605.10 (1) If the minimum list of equipment is not approved for the aircraft operator, no person shall take off on an aircraft with equipment that is not in careless or which has been removed if this equipment is required (a) of the airworthiness standards that apply to a day or night flight of A VFR or IFR as necessary; (b) Any list of equipment published by the aircraft manufacturer regarding aircraft equipment required for the intended flight; (c) Operator's certificate, special permit issued in accordance with subsection 604.05(2), special flight operations certificate or flight operator's certificate; The Airworthiness Directive; or (e) these Rules. It's not that hard to know whether you need navigation lights, and it's not a matter of pilot discretion, either. Go down the list, and see if anything that doesn't work is required by airworthiness standards, manufacturer's equipment list (R for required), OC, airworthiness directive or something else in the rules. If not, you're good at

doing without it. As long as it is dealt with under 605.10 (2) you can watch it yourself. In the example of navigation lights, for example, the G1000 equipped Cessna 172 to list them as mandatory. Therefore one cannot undertake a VFR day flight without navigation working light. It's better not to check them then. ----- ADS ----- strike me down with all your hate and your journey to the dark side will be complete! torquey401 Rank 3 Messages: 165 Joined: Thu Feb 28, 2008 5:56pm Message torquey401 Sun June 10, 2018 2:29pm I thought it was a strobe system that should have been in working order, not navigator lights. Also, what has always made me wonder. What is the official definition of flight operations? Flight time and airtime are determined in CARS, but not flight operations. I think flight operations include things like pre-flight, start, taxi, and actual flight itself. I can see that this has implications for reporting defects. After the PIK conducts flight he is responsible for recording defects in the travel journal even if the plane sits sitting Hangar. He finds a puddle of hydraulic fluid under the wheel, records the defect in the Journey log and gives it to maintenance. I know many people think that if something breaks down on the ground, nothing should be introduced because it did not happen in flight (verbal messages). Meanwhile, pic is the one who has operational control over the aircraft, so it is his responsibility for CARS to report the defects in writing in the travel journal. Or am I thinking about it wrong? ----- ADS ----- Photofly Top Poster Messages: 8103 Joined: W Jan 18, 2011 4:47pm Location: Making Aviation a grueling, everywhere Mail by photofly Sun June 10, 2018 4:21pm torquey401 wrote: Sun June 10, 2018 2:29pm I thought it was a strobe system that should have been operational, not navigator lights. Everything on the equipment list is required. Under section 3 of the Aeronautics Act: the pilot at the command post means that the pilot is responsible for the aircraft and the authority to operate and operate and safety of the aircraft during the flight; No flight time - no pic. --- ----- ADS ----- strike me down with all your hate and your journey to the dark side will be complete! avsteve1 Rank 1 Posts: 20 Joined: Thu Mar 22, 2018 1:16pm Post avsteve1 Sun Jul 08, 2018 7:27pm Now I'm told I can take notes in a flight test that I can use, is it true? If that's the case, I'm going to dial a little bit for every thing I need to know for the ground part. ----- ADS -----

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