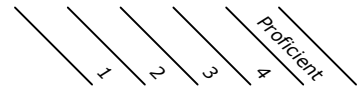


### Practical Test Preparation Record

Student Name: \_\_\_\_\_



**I - Preflight Preparation**

- A Certificates And Documents\*
- B Weather Information
- C Operations Of Systems
- D Performance And Limitations
- E Aeromedical Factors\*


**II - Preflight Procedures**

- A Assembly
- B Ground Handling
- C Preflight Inspection
- D Cockpit Management\*
- E Visual Signals


**III - Airport and Gliderport Operations**

- A Radio Communications
- B Traffic Patterns
- C Airport, Runway, Taxiway Signs, Marking and Lighting\*


**IV - Launches and Landings**

**Aerotow**

- A Before Takeoff Check
- B Normal And Crosswind Takeoff
- C Maintaining Tow Position
- D Slack Line
- E Boxing The Wake
- F Tow Release
- G Abnormal Occurance


**Ground To (Auto or Winch)**

- H Before Takeoff Check
- I Normal And Crosswind Takeoff
- J Abnormal Occurences


**Self Launch**

- K Engine Starting
- L Taxiing
- M Before Takeoff Check
- N Normal And Crosswind Takeoff And Climb
- O Engine Shutdown In Flight
- P Abnormal Occurances


**Landing**

- Q Normal And Crosswind Landing (Airspeed +10/-5 Knots, Stop Short Within 200' Of Designated Spot)
- R Slips To Landing\*
- S Downwind Landing (Airspeed ±5 Knots)


**V - Performance Airspeeds**

- A Minimum Sink Airspeed (±5 knots)
- B Speed-To-Fly (Airspeed ±5 knots)


**VI - Soaring Techniques**

- A Thermal Soaring
- B Ridge And Slope Soaring
- C Wave Soaring


**VII - Performance Maneuvers**

- A Straight Glides (Airspeed ±10 knots)
- B Turns To Headings (Airspeed ±5 Knots, Heading ±10 Degrees)
- C Steep Turns (Airspeed ±5 Knots, Recover To Heading ±10 Degrees)


**VIII - Navigation**

- A Flight Preparation and Planning\*
- B National Airspace System\*


**IX - Slow Flight and Stalls**

- A Maneuvering At Minimum Control Airspeed (Heading ±10 Degrees, Bank Angle ±10°)
- B Stall Recognition And Recovery (Bank angle ±10°)


**X - Emergency Operations**

- A Simulated Off Field Landing
- B Emergency Equipment And Survival


**XI - Postflight Procedures**

- A After-Landing And Securing

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Items marked \* are *NOT* required for fixed and rotorcraft transition pilots.