



FLIGHT 37
PROGRESS CHECK

FLIGHT 37 FINAL PROGRESS CHECK

DUAL – LOCAL, COMPLEX

LESSON OBJECTIVES:

This is the final Progress Check. During the flight, you should demonstrate Commercial Pilot proficiency in all your flying including maneuvers in a complex airplane. In addition, you will exhibit sound judgement in your decision making. It is recommended that the Chief/Assistant Chief Flight Instructor give this flight lesson.

CONTENT:

Testing Your Skills

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|---|---|
| <input type="checkbox"/> Cross-Country Flight Planning | <input type="checkbox"/> Estimates of Ground Speed and ETA |
| <input type="checkbox"/> Preflight Inspection | <input type="checkbox"/> Position Fix by Navigation Facilities |
| <input type="checkbox"/> Checklist Use | <input type="checkbox"/> Flight on Federal Airways |
| <input type="checkbox"/> Doors and Safety Belts | <input type="checkbox"/> CTAF (FSS or UNICOM) Airports |
| <input type="checkbox"/> Engine Starting and Warm-up | <input type="checkbox"/> Straight and Level Altitude Flight (IR) |
| <input type="checkbox"/> Use of ATIS | <input type="checkbox"/> Standard Rate Turns (IR) |
| <input type="checkbox"/> Taxiing | <input type="checkbox"/> Climbs and Climbing Turns (IR) |
| <input type="checkbox"/> Before Takeoff Check and Engine Runup | <input type="checkbox"/> Descents and Descending Turns (IR) |
| <input type="checkbox"/> Normal and Crosswind Takeoff and Climb | <input type="checkbox"/> Recovery from Unusual Attitudes (IR) |
| <input type="checkbox"/> Controlled Airports | <input type="checkbox"/> Maneuvering During Slow Flight (IR) |
| <input type="checkbox"/> Departure | <input type="checkbox"/> Power Off Stall (approach to landing stall) |
| <input type="checkbox"/> Course Interception | <input type="checkbox"/> Power On Stall (takeoff and departure stall) |
| <input type="checkbox"/> Pilotage | <input type="checkbox"/> Short Field Takeoff and Climb |
| <input type="checkbox"/> Dead Reckoning | <input type="checkbox"/> Soft Field Takeoff and Climb |
| <input type="checkbox"/> VOR Navigation (IR) | <input type="checkbox"/> Short Field Approach and Landing |
| <input type="checkbox"/> ADF Navigation (IR) (if aircraft eq.) | <input type="checkbox"/> Soft Field Approach and Landing |
| <input type="checkbox"/> GPS Navigation (IR) (if aircraft eq.) | <input type="checkbox"/> Power Off 180° Approach and Landing |
| <input type="checkbox"/> ILS/NDB or VOR Approach (IR) | <input type="checkbox"/> Normal and Crosswind Landing |
| <input type="checkbox"/> Partial Panel (IR) | <input type="checkbox"/> Collision Avoidance Procedures |
| <input type="checkbox"/> Recovery from Unusual Attitudes (IR) | <input type="checkbox"/> Chandelles |
| <input type="checkbox"/> Power Settings and Mixture Control | <input type="checkbox"/> Steep Turns |
| <input type="checkbox"/> Diversion to an Alternate | <input type="checkbox"/> Steep Spirals |
| <input type="checkbox"/> Lost Procedures | <input type="checkbox"/> Lazy Eights |
| <input type="checkbox"/> Use of Retractable Landing Gear | <input type="checkbox"/> Eights On Pylons |
| <input type="checkbox"/> Simulated System Failures | <input type="checkbox"/> Parking and Securing |
| <input type="checkbox"/> Simulated Engine Failure | <input type="checkbox"/> Postflight Procedures |

Postflight Discussion

COMPLETION STANDARDS:

You'll have completed this progress check satisfactorily when you can perform the assigned maneuvers at the proficiency level of the Commercial Pilot Practical Test Standards. You'll also be able to perform maneuvers under simulated instrument conditions to the standards of the Instrument Rating Practical Test Standards.