

Dear Sport Pilot Candidate:

Congratulations on the completion of your initial powered parachute pilot training. Your Certified Flight Instructor confirmed via an entry in your log book that you are ready for your practical test with an FAA Designated Pilot Examiner (which for Sport Pilots is termed SPE – Sport Pilot Examiner). Upon the successful completion of this test, you will be issued an FAA Sport Pilot certificate.

Please read the attached material carefully. By being ready, the examination itself will be an easy and fun experience. I am as eager as you are to have you receive your Sport Pilot certificate, and I'm looking forward to meeting with you soon.

*John Gobel
Sport Pilot Examiner (FS-60-0062)
Certified Flight Instructor (1937496CFI)
207-852-7300
gobelj@gmail.com*

FAA Examination for Sport Pilot, Powered Parachute

General Outline

Objectives

The objectives of this FAA designed and administered practical test are to make sure that you have the necessary aeronautical knowledge to safely fly in U.S. civil airspace, and that you have the flying skills necessary to fully and safely control your powered parachute aircraft.

Type of test

Candidates who have an FAA pilot certificate (Private pilot or higher) and are only seeking the additional category/class rating of PPC-Land at the Sport Pilot level need to take a proficiency test. This simply means that they are exempt from the 12 hour training requirement and the written knowledge test. All others are not exempt, and will be taking the practical test.

Testing

To achieve those objectives, the practical test (and the proficiency test) will consist of an oral questioning session of about 60 to 90 minutes, and a flying session which generally takes 30 to 40 minutes. With preparation, pre-flight, and some administrative activities, you can expect to spend about 4 hours for an entire successful session.

Results

Once the testing begins, it can conclude in only one of three ways, as follows:

- You successfully pass ALL elements of the oral and flying examination that are posed to you, and you receive a Sport Pilot certificate.
- You perform ANY of the oral or flying tasks posed to you unsatisfactorily, and you will receive a Notice of Disapproval. In that case, you will need your Certified Flight Instructor to provide more instruction in the topics that were unsatisfactory, and will have to again certify that you are ready for another attempt. There is no specified waiting period between tests, and you can take it as often as necessary.
- If mechanical problems, bad weather, sickness, or other unforeseen events force us to discontinue the test while it is being conducted, you will be issued a Letter of Discontinuance. This simply means that we could not complete the test, and that you may schedule another test to continue where you left off without any negative implications. The test may be continued with any Sport Pilot Examiner with a PPC rating.

Costs

The fee for the administration of the entire practical test is \$250. As is customary for flight examinations, this is payable in advance of the beginning of the test. Payment in cash is preferred, although personal checks may be accepted in some cases.

Checklist

To make sure that all necessary paperwork and equipment is in order before we start, please read the following checklist very carefully. Please make sure ALL elements of the checklist are followed, as it would be not a good use of your time or mine to take time off to travel only to find that we cannot conduct the test because of some item on the checklist was not brought or was not completed correctly.

FAA Examination for Sport Pilot, Powered Parachute Applicant Checklist and Orientation

John Gobel,
SPE, FS-60-0062
CFI, 1937496CFI

a. Items you must have with you for the examination

- Certificate Application (FAA Form 8710-11) – with endorsement by type rated CFI
 - Knowledge test results – original (not needed for Private certificate holders)
 - Log book(s) with proper endorsements (from instructor)
 - Driver’s license (valid & current)
 - Examination fee
 - Any FAA pilot licenses (including Student Certificate)
 - Aeronautical (sectional) chart
 - Powered parachute with dual controls (or capable of being flown from rear seat)
- Aircraft must have following items with it:
- Must be “N” numbered aircraft
 - Aircraft registration
 - Airworthiness certificate
 - Operational Limits document
 - Maintenance records
 - Owner’s manual
 - Pre-flight & pre-engine-start checklists

b. Testing

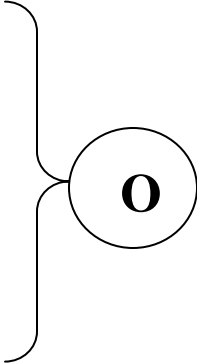
Both the oral and the flight portions of this examination will be conducted according to the Practical Test Standards, FAA-S-8081-31, Section 2. Please make sure you are familiar with it!

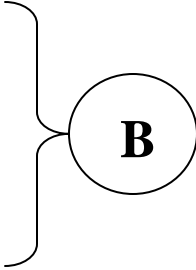
While not all elements will be asked, any of them may be raised for testing. The oral portion of the test will be conducted first. However, oral questioning will continue throughout the examination, including during the flight portion of the test.

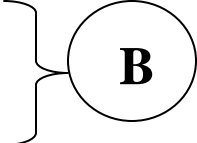
If during the oral questioning it becomes apparent that the applicant is seriously deficient in his/her knowledge of the material in the Practical Test Standards, the examination will be discontinued and the flight portion will not be conducted. Similarly, if a flight maneuver is unsatisfactory, the examination will stop and the remaining elements of the test may not be performed. In both cases, a Notice of Disapproval will be issued, and another test may be scheduled after the instructor has addressed the areas of deficiency.

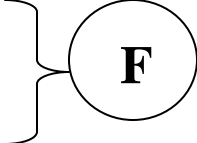
Throughout the testing, the examiner will seek to determine if the applicant has the knowledge and understanding of the material tested. In most cases, it is not necessary that the exact wording of the regulation or the text book be followed. During the flight portion, the applicant must demonstrate control of the aircraft and knowledge of the proper way to execute the particular maneuver.

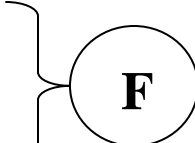
c. Tested Elements

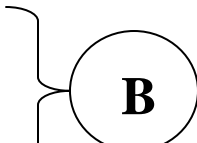
- I. Preflight preparation
 - a. Certificates & documents
 - b. Airworthiness requirements
 - c. Weather information
 - d. Cross country planning
 - e. National airspace system
 - f. PPC systems & controls
 - g. Aeromedical factors
 - h. PPC performance & limitations
 - i. Principles of flight

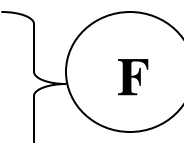
- II. Preflight procedures
 - a. Preflight inspection
 - b. Canopy layout
 - c. Engine warm up & starting
 - d. Cockpit management
 - e. Taxiing
 - f. Before takeoff check

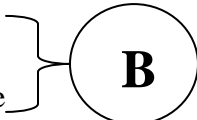
- III. Airport operations
 - a. Radio communications
 - b. Traffic patterns
 - c. Airport runway markings & lighting

- IV. Takeoffs, Landings, & Go-Arounds
 - a. Normal takeoff & climb
 - b. Normal approach & landing
 - c. Go-around

- V. Flight Maneuvers
 - a. Constant altitude turns
 - b. S-turns
 - c. Turns around a point
 - d. Rectangular course

- VI. Navigation
 - a. Pilotage & dead-reckoning
 - b. Diversion to alternate
 - c. Lost procedures
 - d. GPS usage

- VII. Emergency operations
 - a. Emergency approach & landing (simulated)
 - b. Systems & equipment malfunctions
 - c. Emergency equipment & survival gear

- VIII. Postflight procedures
 - a. Parking & securing aircraft
 - b. Packing and caring for chute

Legend

*O – demonstrate knowledge of subject orally
F - demonstrate knowledge & skill while flying
B - both; show skill & demonstrate knowledge*

d. Most common reasons for failing the practical test

The items listed below are some of the most common reasons applicants have failed either the oral or the flight portions of the practical test. Please study these, and make sure that you do not make the same mistakes!

1. Before descents, climbs, or initiating a maneuver, NOT making clearing turns.

*In an open-cockpit powered parachute, it is not necessary to make a full 90 degree clearing turn. However, you **MUST** make at least a 30 degree turn to both sides in order to make sure there are no other aircraft in your intended path of flight.*

2. Loss or gain of more than 100 feet in executing a maneuver that requires a constant altitude.

*Constant altitude turns, S-turns, turns around a point, and the rectangular course should begin at 400 feet. During the maneuver, you **CANNOT** gain or lose more than 100 feet of altitude. In other portions of the flight, a normal turn should not lose or gain altitude unless you intend to descend or climb.*

3. NOT using a checklist

During pre-flight and before take-off, you should be using a checklist to make sure you have not forgotten anything that may cause a problem later. Checklists are an integral part of the professional airman's flying knowledge and skills.

4. Not understanding and not being able to explain the principles of flight of a PPC

You must be able to explain what aerodynamic forces act on a PPC during flight. In other words, you need to understand how a PPC flies so that you can make appropriate adjustments to your flight envelope if necessary. Again, this is an integral part of a professional airman's knowledge.

5. NOT understanding sectional charts

The sectional charts of your flying area show you all the important information you need to fly safely in US civil airspace. You must understand the various symbols and data it provides, as your fellow airmen also use the same information and are counting on you to play by the same rules they do.

6. NOT understanding airspace classifications and the limitation they impose

*The sectional charts depict the airspace designations (B, C, D, etc.). You **MUST** understand these, as ignorance of them will cause you to violate airspace limitations and cause a danger to all other airmen in the area.*