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PPL Check Ride  
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### Before Check Ride

- Mark emailed me this scenario 3 days before my check ride:  
You have volunteered to fly two friends to visit with a sick family member who lives in Glens Fall, NY (GFL). Using a current paper sectional plan a flight from BED to GFL, one way. Be prepared to discuss your flight in detail.

Calculate a W&B for the flight.

Calculate departure required take off distance.

Calculate destination required landing distance.

Passenger 185 lbs

Passenger 195 lbs

Baggage 25 lbs

- For my flight plan, I chose not to fly direct cause that would put me underneath the Chugs MOA, so I explained that even though I'm flying at 4500' and the floor of the MOA is 9000', I don't feel comfortable yet to even fly below it so I chose to avoid it. I planned to go straight to KDDH at 285 and then 330 to KGFL.

### Morning of the Check Ride

- We agreed to meet at 7:30am but we were both there early so we started earlier. Went over the IACRA forms, logbooks, endorsements, etc. That part went pretty quick. He was chatty and trying to make conversation. Seems to be trying to calm you down before the oral starts.
- He's very methodical, he told me exactly what he was going to do, gave me an initial briefing of how the oral would go, what would happen if I failed it, same thing with the practical. And what the process would be if I did. Also, what the process would be if I passed and got my temporary certificate. He said he would pretty much go through the ACS and that's exactly what he did in both the oral and the practical. After the oral finished, he briefed me on 3-4 of my answers that weren't as tight as he wanted but nothing too serious that would cause me to fail. After that he briefed me on what we would do for the flying part. He came up with a different scenario for the flight, a friend who was sick a few days before and was taking medicine that the doctor prescribed him but was cleared by his doctor to fly with me. Also, there was a wildfire around some part of the XC and he would let me know so we could decide whether to fly above, around or through it. He also told me that the GPS on my plane is not working so he wanted me to fly by my calculated heading and leg time on my nav log. For my TOC I chose a waypoint near Minuteman (6B6) and the one after that was flying over KFIT.
- Before we started, he said he's going to try to be done with the oral part early so we would be flying around 9:30am. I had my plane booked for 10am so we had to wait like 10 minutes and grab the key from the guy that came back. So maybe plan to book the plane earlier it earlier in case the oral part goes quick, and you don't have to wait for the plane to get back and get

fueled. We were looking at bad weather around 12pm-1pm so I guess he wanted to get on the air earlier to avoid having to pause the check ride if the weather was bad. In fact, in the last 30 mins we had some light rain and the clouds were near 2000' on the way back to BED and was a bit hard to find the airport at first.

## Oral Questions

- Asked me what my minimums were, in particular the XC ceiling and visibility.
- Asked to name what the primary controls are, and the secondaries.
- Asked me what instruments use the static port.
- During preflight, I found that one of the tank needles is always showing empty, even though I inspected both wings and they are both full. Can I fly? I told him because of ATOMATOFLAMES I can't, so he asked me what I would do, and I told him that I would call a mechanic, to which he added "or call someone at the dispatcher".
- He asked me if I was allowed to change the oil on the plane, not top it off, but to change entirely.
- Asked me what a Spin is and what the recovery process is. (PARE)
- Asked me what the 3 stages of a thunderstorm are.
- Asked me to open Foreflight and decode KBED's METAR
- Asked me questions about Surface depiction graph, fronts, isobars, high/low pressure areas.
- Asked difference between current and proficient.
- Asked requirements for being current.
  - Requirements to carry passengers during the day and night.
  - Asked if I did my 3 full stop landings at night, if that also counted for my 3 day ones
- How to get rid of frost on the wings. Asked if it is legal to fly with frost, and how to remove it. I wasn't clear with this question at first because I thought he was talking about while flying, but he then said he was asking about while on the ground, if it was legal to take off with ice on the wings.
- Asked me what I would do if I got lost. At first I start going through the mental process, like circling around, climbing, trying to fly to an area with lots of landmarks that I could try to use to cross check with the sectional, also try to check how long since my last checkpoint and based on my speed draw a circle where I could be, call FSS or 121.5 pretty much what Sporty's tells you in the lost procedures module, but he didn't like what I was trying to say and he really wanted to hear the 5'C.
- Asked what a NOTAM is.
- Asked what a Tango AIRMET is.
- He asked what are the 7 things the FAA requires you to get/know when you are doing XC to another airport (NWKRAFT)
- Gave me a scenario where you are preflighting your plane, and an FAA inspector on the ramp tells you they are doing a random inspection, what documents you need to show (you and airplane)
- When does the airworthiness and registration expire?
- How do you determine that an airplane is airworthy and the inspections
  - Besides the Transponder, Static and ELT 1year/100hrs/progressive inspections, he wanted to hear you mention it complies with the AD's.
- Sectionals
  - He asked me to show him my flight plan drawn on paper. He's not a fan of Foreflight (he told me he doesn't use it). I had drawn it with pencil, and it was hard to read so he told me it was going to be hard for me to see it while flying, so he told me I could use Foreflight but to turn off the thing that shows the plane. (Settings -> Enable Ownship > Never)

- He pointed out the P-67 prohibited airspace, asked me what it was, if I could fly through it.
- He pointed out the Speedway diamond mark north of KCON and asked me what it was. I didn't remember so I looked at the legend in the sectional.
- He pointed out the different airspaces, asked me what I needed to do to go inside them (2-way radio communications established, bravo clearance, etc.)
- He pointed out to the compass rose around GDM and asked me what it was.
- XC Flight Plan
  - He asked me to show him on the sectional with the plotter how I came up with the 285 course. Asked me how I determined the 14 deg magnetic variation and to explain what the magnetic variation is.
  - Asked me why I chose 4500' as my altitude and my first two waypoints, TOC and KFIT. He insisted about what I was going to use as a visual reference for my TOC.
- Asked what I would do if I lost some RPMs while flying. Told him the typical, turn on carb heat wait 1 min, turn off, adjust mixture, check tanks/fuel. He then said if none of that would fix it, what else could it be, and I said that maybe 1 magneto was wrong. And asked what I would do, if I would try to figure out which one was wrong, and I said no cause I could get into a worse situation and then he asked if I would land as soon as possible or as soon as practical.
- He asked me if I had planned my XC on a hotter day, how the takeoff and landing distances would be affected.

## Preflight

When I started my preflight inside the plane, I noticed that he started wondering behind the plane. I'm not sure if he did this on purpose or not, but as PIC I got off the plane and politely asked him to come back and stay around the wing of the plane so I can keep an eye out for him. He jokingly said, "are you worried I'm going to jump into some passing airplane's propeller?" to which I said, "I'm imagining you are my friend that is flying with me and I'm trying to keep everyone safe". During my passenger briefing, I had printed and laminated the ECAC safety sheet that I always carry on my backpack, I gave it to him so he could read it while I explained every step and he was surprised and then said, "oh like on the commercial airplanes that you pull out the card while they explain it?" Then he handed it back. For the "your questions" part of it, he did ask me to explain to him how to put on his sit belt cause "he didn't know". For most of it and the taxiing, he was very quiet and let me do my thing.

## XC Flying

When we took off KBED, I did a soft field takeoff on R23, we planned to stay at 3000' instead of my planned 4500' and the tower asked me to divert to the right when I started heading to my calculated 281 heading because of a jet departing so that messed up my dead reckoning plan, but once I identified Minuteman he said that I seemed good at navigation so he asked me to put on my goggles and informed me that my "friend" was in pain because of his ear infection so we decided to cross through the smoke stack instead of climbing over so his situation wouldn't get worse and find an airport to land. At that point he said that the GPS was working again so I could use the GPS and the iPad and asked me to divert to the nearest airport which was 1B6 but he didn't like that one so we went to KFIT which was the next one but only like 4 miles out, which made me had to find the frequencies, listen to ATIS and switch to the CTAF really quick, so while I did that I kept

flying at 3000 over the field and made my first announcement, not the 10 miles out as we usually do.

## **Landings**

At KFIT, I did a Soft Field stop and go landing, followed by a short field takeoff which he told me he would inform me when I cleared the 50' obstacle. After that we did a short field touch and go and the last one was a forward slip landing. For both short field and forward slip landings he asked me which aiming point was I going to use, so I told him the 1000' markers. I was too high coming in for the short field landing so I decided to do a go-around.

## **Maneuvers**

Worth mentioning that before the practical, he did tell me that I didn't need to do "Clear turns", that it was OK to just clear the area, so for all my maneuvers I just called out "Clear left/Clear right" as part of the CAMPS.

### **Slow Flight**

After leaving KFIT, he asked me to climb to 3000' and then do slow flight and turn to a few different headings, then to climb to 3200' while turning, then decent to 3000'.

### **Stalls**

Did both stalls. He specified he wanted 2100 RPMs for the power on stall.

### **Steep turns**

Asked me to turn to 180 and then do a steep turn. He didn't specify a direction and I asked so I did it to the right.

### **Emergencies**

While flying around the practice area, he told me that the right side of my engine was on fire, so I did my emergency fire spiral descent maneuver to the left. He told me to stop it at 2000'. Once I reached out 2000' and leveled, he then told me the engine failed and identified a field right next to some houses and I did my ABCDE's and he told me to stop at 1000'.

### **Ground Reference Maneuvers**

Once we were at 1000', he asked me to fly to a water tower that's near the golf balls and to do 1 turn around a point.

After that he asked me to put Bedford on the GPS and go back home.