

Sean Brodeur ASEL check ride:

The first thing Sean does is check to make sure you have all your documents and endorsements and Iacra stuff in order. He also reviews the maintenance records of the plane to make sure the plane is legal for flight.

We walked over to ECAC too to go into the plane and make sure we had a valid airworthiness certificate, registration, and POH with weight and balance.

This next section is for the oral examination, which began after we verified all the logistical things. These are not fully in order of how they were asked. Just writing down anything I remember that he asked.

Asked how long my medical is good for with a few hypothetical questions regarding medicals as well. Asked me what the requirements and limitations for basic med. Asked me what inspections the plane requires. Asked me about currency vs proficiency, and asked what my plan would be to stay proficient.

He gave a scenario the day prior and had me do a flight plan. A lot of what he asked me throughout the oral exam were scenarios related to the cross country flight. We first reviewed weight and balance. Reviewed the route.

He asked a few questions like what would you do if you were on this flight and you all of a sudden didn't know where you were (Lost procedure). He asked me to look at the winds and say which runway would be active. Had me look at NOTAM's for the airport and say anything that could affect this flight. Asked me if we were going to do this flight at night, if you would need certain lights. Asked a question having to do with G load and how it affects stalls etc. Asked me a question prompting me to talk about the PAVE checklist.

We talked about the weather. He asked what conditions are conducive to thunderstorms forming. Showed me some prog charts and frontal analysis charts and asked me to explain what things meant. Asked about frost and how it affects flight. Asked what direction the winds go in certain high and low pressure scenarios. Asked what action you would take if you inadvertently flew into a thunderstorm. Asked how you can find out information about weather while you are in the air.

Asked me about electrical failures. Which equipment you would lose. Asked about ADSB, and transponders, where do you need them? Asked what flaps do. Asked how fuel gets from the wings into the engine. Asked about night ops and how to scan for traffic at night. Asked what equipment you might need to bring for a night flight. Asked how you recover from a stall. Asked about my personal minimums. Asked about how to determine if you are fit to fly (IMSAFE). Asked about airspace and special use airspace (and TFRs). Asked about the risks associated with taking off overweight. That's about everything I can remember. Exam was thorough but fair.

Flight portion:

The flight portion consisted of a brief where Sean told me everything we would do during the flight. Then we walked to the airplane and started the test. We were going to start by navigating to my first 2 waypoints on my cross country using only pilotage and dead reckoning. After that, once I start writing what maneuvers we did, they may not be in order.

He did not ask me anything when I preflighted. He just watched me pre flight and do my thing.

We started the flight and took off, he had me pretend to get flight following as he acted like the controller would if you were getting flight following. We flew to my first waypoint. Then halfway between the first

and second he started to ask me questions like ok what direction roughly is Nashua, what direction is Boston, Providence, Norwood etc.

He told me a scenario we needed to divert, not an emergency. Diverted toward Norwood but never actually landed there. After we made all the required considerations for diverting we started maneuvers.

He had me do slow flight in a landing configuration, and asked me to do some turns, climbs and descents at certain airspeeds. We did power off stall in landing configuration. Power on stall landing configuration. Turn around a point.

He had me put on the foggles. With foggles we did some turns and climbs and descents. We did some unusual attitude recovery.

We did a scenario where you have an engine failure. We did an engine fire in flight (emergency descent).

He asked me a scenario where I am lost, what resources can I use to figure out where I am. Asked what you would do if you were flying along and your ammeter started to read negative. Asked what light gun signals I'd look for.

We went back and did a normal landing to a full stop and taxied back around for some laps in the pattern and performance takeoffs and landings. Did a soft field takeoff, soft field landing. Did a forward slip to land. Short field takeoff, and short field landing.

In my experience, Sean did not say much throughout the test besides telling you what he wants to see, or asking you a question and saying ok when you answer. Hope this helps!