

I will split this into 2 parts, due to the discontinuance of the checkride after the oral section, but he said this is how it would've run regardless.

We started with paperwork he made sure I had my pilot certificate, medical, logbook endorsements/hours, and photo ID. He then had me look through the maintenance logs to make sure the plane was legal.

Once that was done, he asked me a few questions about things like how long my medical is good for, passenger currency/flight reviews, and what conditions I can fly in.

We then opened my flight plan I had prepared; the task was to create a flight plan to go get pizza in NYC. I chose a smaller airport on the edge of the Bravo and explained to him that I felt that airport was the most within my skill level to navigate to.

I had prepared a printed copy of the navlog, but he was adamant that he wanted me to use whatever I would actually use in flight, so we used foreflight.

He then had me go through the weight and balance, which I had calculated based on both our weights and tabs+2 fuel.

He then asked if I would be able to carry a 130 lb. passenger, which I calculated to be okay in the rear seat.

He then asked if he would be able to sit in the back, which I also calculated to be okay.

He then had me open the map and walk him through my waypoints, and why I chose them. He scrolled around the map a few times, asking what different parts of the sectional meant, such as MOAs, wildlife areas, airspaces, lights, grass strips, etc.

Once that was done, we went over what the plan for the flight would've been, and I ended up calling it off due to very gusty winds.

For the flight portion, we planned to do a soft field takeoff, and fly to the first waypoint.

He let me use my GPS and foreflight, but I used the navlog for this navigation.

He then had me go under the hood, and we did some climbing turns, standard rate turns, and straight and level flight. This was followed by unusual attitudes.

While under the hood, we climbed to approximately 4,000 feet, where we then did a power on stall, steep turns, slow flight, and a power off stall.

After that, he simulated an engine fire with an emergency decent and had me fly an approach to a field to land in to about 1,000 ft AGL. Once down there, we picked a nearby

water tower and did a turn around a point around it. He had given me the choice between that and s-turns beforehand.

Once done with that, we climbed back up to around 2500 ft, and he turned off the GPS and my iPad, asking if I knew how to get back to the airport.

I began to fly back, and once I pointed it out, he let me turn them back on.

We got back to the airport and did a soft field landing.

We taxied back, and did a short field takeoff, followed by a short field landing.

He then had me taxi back again and did a normal takeoff. We did a short approach and slip to land on this one, and that was the checkride.