

Oral

Preoral- To start out we went through IACRA, made sure everything matched on all the documents, and looked at my logbook/medical. Then we proved that the airplane is airworthy, so make sure the binder is tabbed out.

Oral-Then we started the actual oral. We went through my nav log. I had about 18 points from KEQY-KTBR. He asked me why I chose those points (pro tip: don't choose a c in a river). He did ask me if i would change any points, if i was going at night so be aware of that. I printed out some of the weather briefing from foreflight and the GFA tool, because he will ask how you got the weather. Some of my points were near restricted, MOA, and prohibited areas. I was asked how you know if it's active and if you can fly through it.

He asked me alot about airspace, especially weather minimums, transponder use, and how to get into the airspace. Know those off the top of your head. He also asked about why there's a class E to the surface and how fast can you go above/below 10,000. He did ask why do the weather minimums change above 10,000. There were some items on the sectional that I had to look up, so know how to locate the sectional legend if needed.

Then we went into the weather. He briefly asked about airmets, icing, and sigmets. Just know the different types, why they are bad, and which is worse (airmet or sigmet).

For W+B and takeoff/ landing problems- i had everything from the POH printed out. I used the E6B calculator which made it super easy. He used kirk air base as the scenario. As for W+B, I used foreflight. Make sure it's set to your specific airplane. He did ask about forward and aft CG so explain how the extra lbs affect that.

Some other things he asked me about were my personal minimums. I had those written down which he liked. He asked me about hypoxia so know the symptoms and how to help someone with it. Some of his questions threw me off because they weren't regulation based so be aware which is just common sense. He did give me a scenario on if i could log night time landings, so know when you can log landings vs night time.

Flight

For the preflight: always have him double check fuel and oil caps. He likes to double check that those are on tight. And don't forget to sump the fuel by the front nose wheel.

We started off with the dead reckoning. He gets very silent in the plane and writes a lot so be aware of that. I got diverted to Lancaster airport. He pulled an engine failure while diverting so get best glide asap, so you don't struggle getting tpa like i did. We did the short + soft field TOL. Then he put me under the foggles. It was super windy on my checkride, so make sure you're 100% comfortable because he could tell I wasn't when trying to keep control of the plane under the foggles. After that we did all the other maneuvers- slow flight, steep turns, stalls, and an engine fire. Make sure to look behind you on that. He is a big stickler on looking all the way

around you to find a field. He gave me the option of s-turns or turns around a point. I choose s-turns, and then we went back to Monroe with the gps. He likes to hear the abort plan before every takeoff and when doing clearing turns ask if he's clear on his side.

Don't forget that a go around is always ok and that if you're not ready don't start the maneuver. Ron likes when you talk in the plane, even if it's just as simple as "correcting for altitude". Another big thing that I struggled with on my mock, that I had to correct for in the checkride is to take your time. I wanted to get it over with asap, but this ended up in me making stupid mistakes. Ron even told me to slow down, so take as much time as you need. Another big thing when having an obstacle or no obstacle on takeoff is to verify with the checklist!!