

Pacific Union College  
Aviation Program  
Course Contract

## Intermediate Private Pilot Flight Training

AVIA 177

2 Quarter Credits

2005-2006

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### Course Objectives

1. Complete Stage 2 of the PUC Private Pilot Training Course.
2. Complete the Private Pilot Stage Check I satisfactorily.

### Course Requirements

1. Meet all flight lessons.
2. Complete all homework assignments.
3. Have available all required items such as plotter, computer, textbook, and bring them to each flight lesson.
4. Successfully pass the Stage I Check.

### Minimum Required Materials

1. Private Pilot Manual. Jeppesen
2. Private Pilot Exercises.
3. Private Pilot FAA Knowledge Guide
4. Flight Computer, Type E-6B.
5. Aviation Plotter.
6. PUC Private Pilot Kit (Available at the Flight Center.)
7. Private pilot registration form on file.
8. FAA Class 2 (Class 3 for non-majors) Medical Certificate.
9. Original birth certificate or unexpired passport.
10. Flight computer.
11. Plotter

### Attendance

Regular attendance, coupled with clear communication, is vital to your success in this course and in your career. If circumstances require you to be absent, you must make arrangements with your instructor 24 hours prior to the appointment you will miss. **Any unexcused absences or tardiness may result in a reduction of the grade in this course** at the discretion of your instructor in consultation with the Chief Flight Instructor.

### Time

Flight lessons and ground (G) lessons will be arranged with the instructor and as aircraft availability permits.

## Reference Material

1. Private Pilot Manual by Jeppesen.
2. FAA Airplane Flying Handbook. FAA-H-8083-3.
3. Private Pilot Practical Test Standards.
4. Sporty's Complete Private Pilot Training Course.(DVD)

## Course Progression

In order to complete this course within the quarter you register for it, please ensure that you have completed each lesson according to the following schedule.

Quarterly Schedule	AVIA 176
Week 1	G13, G14
Week 2	G15, G16
Week 3	18, G17
Week 4	19, G18
Week 5	20, G19
Week 6	21, G20
Week 7	22, G21
Week 8	23, G22
Week 9	24, G23
Week 10	25 Stage II Check

## Grading

**The flight training grade** will be based on performance during the stage check and performance as recorded in the flight training log. The rubric for grading during the stage check flight is constructed so that boxes can be checked for the points given for that particular maneuver or task.

- 95%-100% = A
- 90%-94% = A-
- 87%-89% = B+
- 84%-86% = B
- 80%-83% = B-
- 77%-79% = C+
- 74%-76% = C
- 70%-73% = C-
- 67%-69% = D+
- 64%-66% = D
- 60%-63% = D-
- 0%-59% = F

There are 27 check items in the rubric and each is 5 points, so there is a total of 135 points possible. The total points earned/135 = the letter grade for the quarter.

The grading criteria for the flight maneuvers are listed below the Objective Criteria. These maneuvers have completion standards as specified by the FAA and since they are numerical they lend themselves well to an objective evaluation. For example, if the altitude stays within plus or minus 25 feet of the altitude (see steep turns standards) where the steep turn was entered for the entire 360 degree turn, 5 points are given. Stage check items that are subjective are evaluated on how well the student performs them or knows the subject material. They are then given a point value by the Chief Flight Instructor or Assistant Chief Flight Instructor during the stage check. Tasks without measurable objectives will be graded by the instructor based on knowledge of the subject matter, accuracy, control and smoothness of the tasks.

There is 1 stage check at the end of the quarter. The quarter's grade is a combination of the stage check points combined with the points earned in the flight training log. The flight training log earned points are added to the stage check earned points and divided by the total number of possible points. Only points 3 and above will count in the flight training log. 2's, 1's and 0's will equal 0 points when applied toward the total points for the class grade. The training log points added to the stage check points divided by the total points possible will give a percentage of points earned and these will be converted to a letter grade shown above in the syllabus. The stage check and the flight training log are equally weighted. 50% of the grade is stage check and 50% of the grade is flight training log. This balance will protect the good student from getting a low stage check score if the student was having an off day. Flight conditions for the day will be taken into consideration during the stage check.

## **In-Progress Grades**

You are expected to meet the requirements of this course during the quarter in which you register for it. If, however, due to unforeseen circumstances, you are unable to meet the requirements during that timeframe, you may fill out an application for an In-Progress (IP) grade. If approved, you will have **one additional quarter** to complete the course requirements. After this extra quarter, you will be assigned a grade of F.

**Pacific Union College**  
**AVIA 177 - Private Pilot Flight Training**  
**Stage II Check Grade Sheet**

Name \_\_\_\_\_

Date \_\_\_ / \_\_\_ / \_\_\_

	5	4	3	2	1	0
Certificates & documents						
Obtaining weather information						
Determining performance & limitation						
Airplane systems						
Aero-medical factors						
Airport & runway markings & lighting						
Visual inspection						
Cockpit management						
Engine starting						
Taxi						
Pre-takeoff check						
Traffic pattern operations						
Post-flight procedure						
Radio communications						
Normal and crosswind takeoffs						
Go-around from a reject landing						
Normal and crosswind landings						
Short-field takeoff						
Short- field landing						
Soft-field takeoff						
Soft-field landing						
Rectangular course						
S-turns across a road						
Turns around a point						
Pilotage						
Diversions						
Lost procedures						
Power on stall						
Power off stall						
Maneuvering during slow flight						
Steep turns						
Systems and equipment malfunctions						
Emergency approach and landing						

## Grading Criteria

(as specified by the FAA Private Pilot PTS)

Tasks without measurable objectives will be graded by the Chief or Assistant Flight Instructor based on knowledge, accuracy, control and smoothness of the tasks.

### Short field take off maintains $V_x$ 5

+/- 5 knots	4
+/-10 knots	3
+/-11 knots	0

### Short field landing +50' 5

+100'	4
+300'	3
+400'	2
+500'	1
-0' or +500'	0

### Pilotage

+/- 1/4 mile	5
+/- 1/2mile	4
+/- 3/4 mile	3
+/- 2 mile	2
+/- 3 mile	1
over 3 mile	0

### Navigation

+/- 1/4 mile	5
+/- 1/2mile	4
+/- 3/4 mile	3
+/- 2 mile	2
+/- 3 mile	1
over 3 mile	0

### Altitude

+/- 50'	5
+/- 75'	4
+/- 100'	3
+/- 150'	2
+/- 200'	1
over 200'	0

### Headings

+/-5 degrees	5
+/-10 degrees	3
+/- 15 degrees	2
more than 15	0

## Diversions

+/- 5 degrees	5
+/- 10 degrees	3
+/- 15 degrees	2
more than 15	0
+/- 50'	5
+/- 75'	4
+/- 100'	3
+/- 150'	2
+/- 200'	1
over 200'	0