

**Pacific Union College
Aviation Program
Course Contract**

Advanced Private Pilot Flight Training

AVIA 178

2 Quarter Credits

2005-2006

Course Objectives

1. Complete Lessons G24-33 of the PUC Private Pilot Training Course.
2. Complete the Private Pilot Checkride satisfactorily.
3. To gain a knowledge of basic aircraft operating principles.
4. To become familiar with the fundamentals of aviation weather theory and the interpretation and application of Weather Reports and Forecasts.
5. To obtain a basic knowledge of the Federal Airspace system and the Regulations which pertain to the Visual Flight Rules.
6. To become familiar with the fundamentals of visual navigation by Dead Reckoning, pilotage and VOR navigation systems.
7. To gain the knowledge necessary to pass the Federal Aviation Private Pilot Practical Exam.

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

Time

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

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.

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	G24, 26
Week 2	27, 28
Week 3	G25,
Week 4	29
Week 5	30
Week 6	G26
Week 7	32
Week 8	32
Week 9	33
Week 10	Private pilot checkride

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 178 - Private Pilot Flight Training
Stage III Check Grade Sheet**

Name _____

Date ___ / ___ / ___

	5	4	3	2	1	0
Human factors						
Pre-flight inspection						
Certificates and documents						
Cross country flight plan						
Pre-takeoff check lists use						
Radio navigation						
Diversions to alternate airports						
Lost procedures						
Turns to headings						
Constant rate climb/descents						
Constant speed climb/descents						
Unusual attitude recovery						
Short field take off						
Short field-landing						
Emergency descent						
Emergency land						
Systems equipment & malfunctions						
Rectangular course						
S-turns across a road						
Turns about a point						
Steep turns						
Slow flight						
Power/on stalls						
Power/off stalls						
Distractions						
Aero-medical						
Cockpit management						
Use of checklists						
Collision avoidance						
Low level wind shear						
Wake turbulence						
Runway markings						
Cross wind take offs						

	5	4	3	2	1	0
Cross wind landings						
Level flight - visual & by instrument						
Radio aids, radar						
Stall recognition						
Spin awareness						
Emergency Equipment						
Slips						
Forward slips						
Soft field take offs						
Soft field landings						
Light gun signals						
Systems operations						
Engine starting						
Taxiing						
Pilotage & dead reckoning						
Radio Communications						
Weather sources						
Post landing procedures						
Parking/securing the aircraft						

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.

STANDARDS

+/- 100FT. ALT.
+/-10 KNOTS A/S
+/-10 DEGREES HEADING

		Points
Steep turns	+/- 25'	5
	+/- 50'	4
	+/-100'	3
	+/-150'	2
	+/-200'	1
Short field landing	+50'	5
	+100'	4
	+300'	3
	+400'	2
	+500'	1
	-0' or +500'	0
Slow flight	+/-25'	5
	+/-50'	4
	+/-100'	3
	+/-150'	2
	+/-200'	1
Power on/off stalls	+/-0 degrees	5
	+/-5 degrees	4
	+/-10 degrees	3
	+/-15 degrees	2
	+/-20 degrees	1
Short field take off	maintains V_x	5
	+/- 5/2	4
	+/-10/5	3
	+/-15/-10	2
	+/-20/-10	1
VR/IR Flight	+/-0 degrees	5
	+/-5 degrees	4
	+/-10 degrees	3
	+/-15 degrees	2
	+/-20 degrees	1