

PREFLIGHT BRIEFING

MEI

PREFLIGHT BRIEFING – MEI

Typical Test Profile

Preflight Inspection must be taught to Evaluator.

Take Off and Climb out – Short Field Take Off, scenario with 50' obstacle. PIC calls “clear”.

Proceed to practice area.

Airwork Maneuvers

Simulated Emergencies

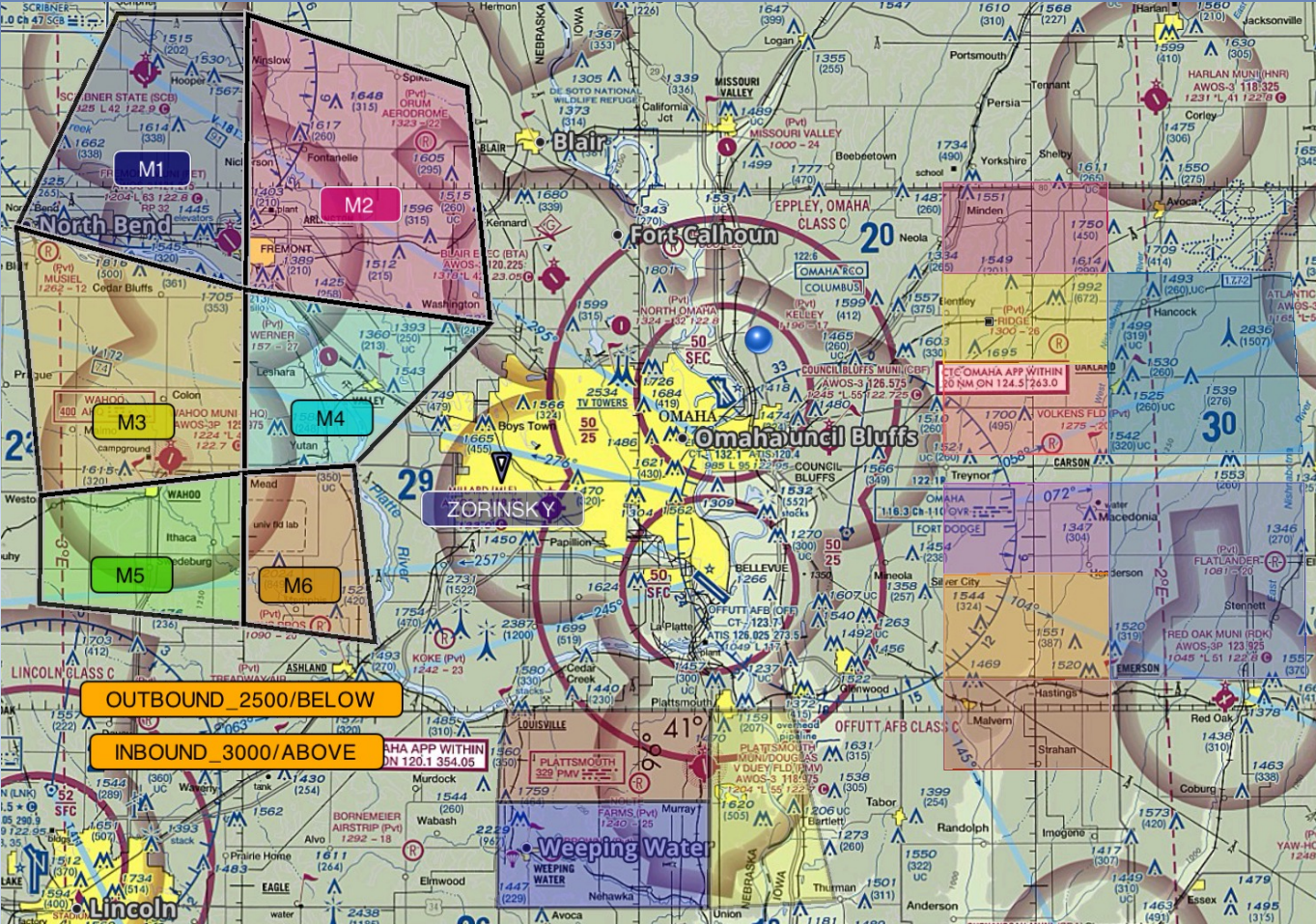
Approaches, Landings and Go-Around

Note: You may start with landings at departure airport first.

Post Flight

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Practice Area and Airspace Avoidance is Applicant Responsibility



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Examiner Rules of Conduct

Applicant is the PIC (61.47) and makes the Go/No-Go Decision with no external pressure created by Examiner.
Oral questioning will continue into the flight portion.

I am considered a Commercial Single Engine Pilot for the scenario.

Exchange of Flight Controls – FAA 3 step process.

Applicant responsible for all ATC Communications.

Avoid Examiner intervention with missed calls.

PHX - Examiner responsible for CTAF communication in the “Stack”.

Visual Clearing Turns mandatory before the start of maneuvers, but may not always be required if previous maneuver cleared the area.

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AMEL – 4 Failures Scenarios:

Rejected Takeoff

– simulated no faster than 50% of calculated VMC speed

Engine Failure After Lift Off

– simulated using throttle only, until attaining at least V_{sse} and no lower than 400' AGL.

Engine Failure at Cruise

– intentional SE Ops no lower than 3000' AGL ACS and no lower than 4000' AGL POH – PA34/44 pg 4-40

VFR Approach and Landing with an Inoperative Engine

– simulated using throttle Idle only.

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AMEL STALLS:

Accelerated Stall – Recover at First Wing Stall Indication.

Power On Stall – Set 65%/20hg, Max Pitch +20 deg., Recover at First Wing Stall Indication.

Power Off Stall – Recovery at First Wing Stall Indication.

VMC Demo – I will not block the rudder in flight.

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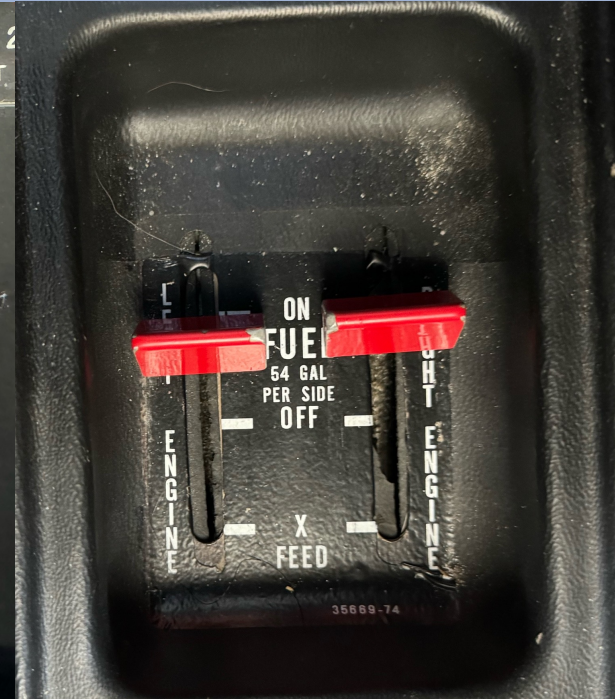
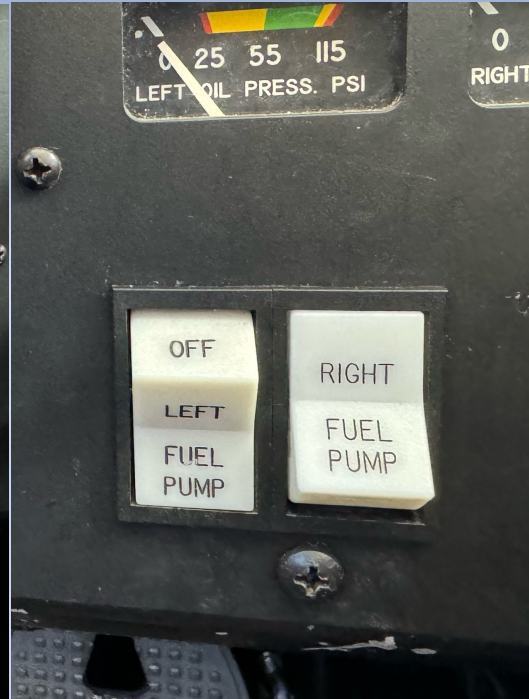
Severe Damage Scenario at Cruise

Intentional SE Ops no lower than 4000' AGL POH – PA34/44 (no lower than 3000' AGL ACS)

Secure Checklist procedures will be expected to be completed as shown in pictures below.

All other Engine controls selected Off with securing engine procedures.

Fuel Selectors Not to Be Shut Off Inflight – Sufficient to touch for simulation.



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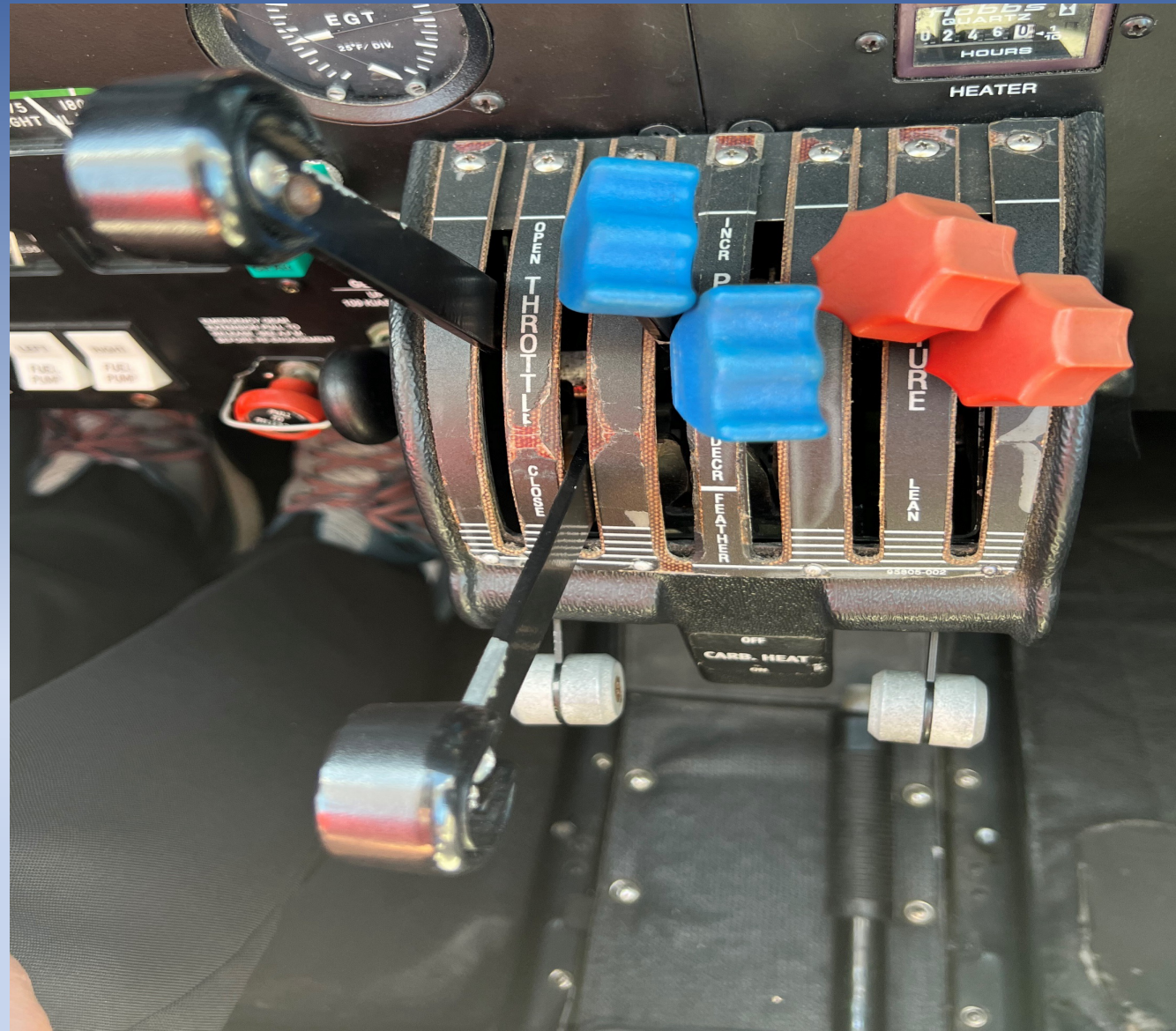
Low Altitude Engine Failure Scenarios:

Engine Failure After Lift Off
and
SE Inoperative VFR Approach and Landing

Simulate feathering by moving prop control approximately one inch towards feather position.

Simulate securing engine by moving mixture approximately one inch towards lean position.

Applicant will set Zero Thrust power on operating engine.



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VFR APPROACHES AND LANDINGS

Each type of landing and touchdown area must be determined verbally no later than downwind.

Discuss type of landings: touch-n-goes, stop-n-go, or full stop.

Assume a 50' obstacle at the end of runway for the Short Field Landing.

Go arounds are okay with all approaches, except Single Engine. They must not be used excessively or performed incorrectly.

If I verbalize, “Scenario: deer on the runway, etc.”
Play the scenario and perform Go-Around.

Typical landing area starts at the white 1000' marker.



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IF ACTUAL EMERGENCY OCCURS AT ANYTIME INFLIGHT – “MAYDAY”, “MAYDAY”, “MAYDAY”

Test is immediately over and we will work as a team to land safely.

Applicant will maintain on the flight controls unless a positive exchange is required for the safe outcome.

Gear Up Threat discuss.

If examiner calls “Go-Around, Gear” or Civilian Tower calls “Check Gear Down”, then it will be considered a failure.

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Please immediately call for Fuel – Oil – Windscreen Clean - Deiced

Please start preflight without me if necessary, I will be at the aircraft soon.

My Cell Phone - 713 703-8478

Please text me if anything changes.

Short break and meet at the aircraft.

Questions?

LETS FLY!