

## FAR 61.187(b)(2) Flight Instructor Airplane Multi-engine Required Ground Training Record

Date: / / Instructor:	(i) Fundamentals of instructing
Date: / / Instructor:	(ii) Technical subject areas
Date: / / Instructor:	(iii) Preflight preparation
Date: / / Instructor:	(iv) Preflight lesson on a maneuver to be performed in flight
Date: / / Instructor:	(v) Preflight procedures
Date: / / Instructor:	(vi) Airport operations
Date: / / Instructor:	(vii) Takeoffs, landings, and go-arounds
Date: / / Instructor:	(viii) Fundamentals of flight
Date: / / Instructor:	(ix) Performance maneuvers
Date: / / Instructor:	(x) Ground reference maneuvers
Date: / / Instructor:	(xi) Slow flight and stalls
Date: / / Instructor:	(xii) Basic instrument maneuvers
Date: / / Instructor:	(xiii) Emergency operations
Date: / / Instructor:	(xiv) Multiengine operations
Date: / / Instructor:	(xv) Postflight procedures

Name: \_\_\_\_\_

Aircraft Inspection/Maintenance Status Sheet for N\_\_\_\_\_

Current hour meter time \_\_\_\_\_

Date Prepared \_\_\_\_\_, 200\_\_

Inspection	Date/ Time Done	Due Again
<b>Annual or Progressive</b> <sup>1</sup> (you always need one of these)		
<b>100 Hour</b> <sup>2</sup> (required only when you are going to fly for hire)		
<b>Transponder Test</b> <sup>3</sup> (required because you have one installed)(because of where we fly)		
<b>ELT inspection</b> <sup>4</sup> (required because you have one installed)		
<b>ELT battery</b> <sup>4</sup> (required because you have one installed)		
<b>VOR accuracy check</b> <sup>5</sup> (required if you are going to fly under IFR)	(Date/Place/Bearing Error/Signature)	
<b>Altimeter/Static System Test</b> <sup>5</sup> (required if you are going to fly under IFR)		
<b>Life Limited PART</b> <sup>6</sup>	Description	
<b>Life Limited PART</b> <sup>6</sup>	Description	
<b>Life Limited PART</b> <sup>6</sup>	Description	
<b>AIRWORTHINESS DIRECTIVES</b>		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		
Recurring AD ____ - ____ - ____		

<sup>1</sup> If it's a progressive, you need to know the inspection intervals, probably every 50 hours.

<sup>2</sup>We will not be for hire on a FAA flight test.

<sup>3</sup> If it's installed, it must be ON. If it's ON it needs to have the inspection. If you fly within mode C veil or in or above Class C or above 10,000 ft, you have to have one unless you are waived.

<sup>4</sup>If the plane is not flown exclusively for flight training it is subject to 91.207

<sup>5</sup>Only if the flight is under IFR.

<sup>6</sup>Some aircraft have life limits for wings, etc.