

## FAR 61.105 Private Pilot Airplane Required Ground Training Record

Date: / / Instructor:	(1) Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations;
Date: / / Instructor:	(2) Accident reporting requirements of the National Transportation Safety Board;
Date: / / Instructor:	(3) Use of the applicable portions of the "Aeronautical Information Manual" and FAA advisory circulars;
Date: / / Instructor:	(4) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems;
Date: / / Instructor:	(5) Radio communication procedures;
Date: / / Instructor:	(6) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;
Date: / / Instructor:	(7) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;
Date: / / Instructor:	(8) Effects of density altitude on takeoff and climb performance;
Date: / / Instructor:	(9) Weight and balance computations;
Date: / / Instructor:	(10) Principles of aerodynamics, powerplants, and aircraft systems;
Date: / / Instructor:	(11) Stall awareness, spin entry, spins, and spin recovery techniques;
Date: / / Instructor:	(12) Aeronautical decision making and judgment; and
Date: / / Instructor:	(13) Preflight action that includes-- (i) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and (ii) How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

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