

Scenario-Based Training Toolbox (continued – sheet 4)

Specific situation scenario to be performed with a flight lesson plan

You and a family member are planning on flying to nearby city in order to tour a manufacturing plant. The plan is to fly to the airport where a friend will meet you and take you to the plant.

Scenario Objective

The purpose of this lesson is to introduce the student to pre-takeoff procedures, plan a simple flight, and raise awareness of risk assessment.

Scenario Completion Standards

The instructor will guide the student through weather briefings, preflight planning, route and risk assessment. This lesson will be complete when the student (a) is able to meet the lesson plan completion standards, (b) is able to calculate weight and balance and aircraft performance with assistance from the instructor, and (c) has evaluated personal minimums based on risk assessment.

Specific situation scenario to be performed with a flight lesson plan with slow flight and stalls

There is a pancake breakfast/fly-in at the small town nearby airport today. You and your non-pilot friend decide to attend. Expect a lot of aircraft to be in the vicinity of this airport during the event. Just prior to the flight, your buddy, who is a big sail boat fan, asks you if it would be possible to over-fly the boat race that is taking place on a lake along the way. You don't see any problem accommodating his request.

Scenario Objective

The purpose of this lesson is to raise awareness of spins, recognize and recover from stalls, and practice steep turns. The student will also practice maneuvers listed as review.

Scenario Completion Standards

This lesson will be complete when the student is able to (a) is able to meet the lesson plan completion standards, (b) conduct normal checklist procedures without input from the instructor, (c) recognize when a stall is occurring and promptly conduct the proper recovery procedure, (d) limit loss of altitude during stall recovery to 250 feet.

Specific situation scenario for advanced landings and go-arounds

A friend of yours from a nearby city needs some coolant which you have extra you want to get rid of. You have volunteered to deliver it to a nearby city airport where she will be waiting for you. The you will be bringing 15 gallons of coolant. It is up to you to decide if you can carry it and where you will put it in the aircraft. During your preflight planning, you discover several NOTAM's for the airport. Apparently a telecommunications company has strung a temporary cable 1000 feet from the approach end of the runway. The cable is approximately 50 feet in the air, which means it protrudes through your normal VFR glide path. Also, there are several 300 ft cranes at the other end of the runway that are involved in the construction. They are not highly visible, and you are not certain of their exact location, so a normal climb-out may not clear them sufficiently.

Scenario Objective

The purpose of this lesson is to identify criteria of a stabilized approach, when a go around procedure is required, and introduce elements associated with maximum performance climbs and slips to landings. In addition, the student will practice airport traffic patterns, landings, and fundamental flight maneuvers.

Scenario Completion Standards

This lesson will be complete when the student a) is able to meet the lesson plan completion standards, (b) can describe the criteria of a stabilized approach (c) identify when a go-around is required and promptly conduct that procedure, (d) is able to conduct normal checklist procedures with little input from the instructor, (e) is able to maintain directional control at all times during the takeoffs and landings, (f) is able to conduct forward and side slips with instructor guidance

Scenario:

Your instructor needs to get to another airport located about 50 miles away to retrieve a solo student who has been stranded on a cross-country. The instructor will be flying back with the stranded student. You will be flying back alone.