

PRIVATE PILOT

CHECKRIDE **ACE**

PAVE **STUDY** **GUIDE**

ANGLE OF ATTACK™

WELCOME TO THE PAVE STUDY GUIDE.

As you prepare for your checkride, it's important to polish up the knowledge from your written test days.

This study guide is meant to refresh that knowledge that is actionable to a flight, and practical in application. In other words, your written test was pure knowledge, but now that you've flown and have applied that knowledge, it's time to look at knowledge in a practical and applicable way rather than simple memorization.

PAVE is an format created by someone at the FAA, and I found it very helpful in applying knowledge to a checkride.

Not only will PAVE be helpful for your checkride, but it's a great way to evaluate any flight you're going to take, especially cross countries.

As such, enjoy the process of applying this to memory so you can evaluate any flight you're going to take.

Throttle On!

Chris Palmer

Chris Palmer
Founder & Chief Flight Instructor



**“THE ENGINE IS
THE HEART OF
AN AIRPLANE,
BUT THE PILOT
IS ITS SOUL.”**

UNKNOWN

Start with the most important thing — you. Are you fit for flight?
Are you legal to do the operation you'd like? Do you have all the paperwork necessary?

IMSAFE

I _____
M _____
S _____
A _____
F _____
E _____

Documents

3 Documents

1. M. How long is it good for? _____
2. P. Who must issue this? _____
3. L. Does it expire? _____

Currency | Recency | Proficiency

Every 90 Days for Passengers

Day _____

Night _____

Every 24 Calendar Months

Personal Minimums: Print and fill out. _____

Privileges & Limitations

Can you fly for hire? _____

Can you carry passengers? _____

Can you fly IFR? _____

Can you do maintenance on your aircraft? _____

Hazardous Attitudes

Macho

Define: _____

Antidote: _____

Invulnerability

Define: _____

Antidote: _____

Impulsivity

Define: _____

Antidote: _____

Antiauthority

Define: _____

Antidote: _____

Resignation

Define: _____

Antidote: _____



OWN WORST ENEMY:

Soon into your time as a Private Pilot, you're going to find that you are your own worst enemy. Hopefully you've been trained well by your instructor, and have taken a deep look inside to understand who are you and what you're capable of, good and bad. Be honest with yourself about your hazardous attitudes, and strive to maintain safety always.

What is required to make sure the aircraft is airworthy to fly?

What does it need to be legal? What can we do without? Knowing the state of an aircraft before you take it for a flight is just common sense and good decision making.

Documents

Maintenance

Required Equipment

FARs _____

MELs _____

KOEL _____

TCDS _____

THROTTLE ON!



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