

# Intro and Basic Exercises

**Unitas Flying School**  
 Training Operations - Chit Sheet Rev.2.0

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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed                      Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

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<b>Student Name:</b> _____		
<b>This Lesson:</b>	Wx:	Wind:
<b>Date:</b>	<b>Instructor:</b>	
<b>Aircraft:</b>	<b>Registration:</b>	
<b>Training:</b> PPL N/R CPL I/R CONV		
<b>Other:</b>		

A = Exceptional C = Average

Exercises Completed                  Rating:    A    B    C    D    E


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

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<b>Training: PPL N/R CPL I/R CONV</b>			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed                      Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Basic Exercises	Student:	Grading				
<u>Aspect</u>		A	B	C	D	N/A
Quality of Ground checks						
Taxying Skill.						
Quality of In-Flight checks / Vital Actions.						
Standard of Airmanship.						
Engine handling sequence and management.						
Feels / Hears & responds to changes in engine / airframe vibration.						
Pre-selects and Maintains correct a/c attitude after changes.						
Flies 'Eyes outside' and not instrument-fixated						
Fingers are relaxed and not clenched on control yoke / stick.						
Flies with Hands off control yoke / stick as much as possible.						
Elevator Trimming Skill.						
Correct use of Rudder and Rudder trimmer, when required.						
Maintains given altitude - aware of deviation; no prompting.						
Maintains given airspeed - aware of deviation; no prompting.						
Maintains given direction - aware of deviation; no prompting.						
Demonstrates co-ordinated use of controls during flight.						
Aware of change of stalling speed with manoeuvres / weight.						
Skill at slow flight and transition from slow flight to cruise and vice versa.						
Aware of wind direction & strength and effect on flight path.						
Mental alertness during this lesson.						
Level of preparation for this lesson.						
Aware of own position in training area at all times.						
Aware of position of other a/c via R/T reports and visually						
Maintains active Lookout for other a/c and notices nearby traffic.						
Radio Calls acceptable for the level of experience now at.						
Logbook neat, legible and up-to-date.						
Able to adapt to deviations from the norm: an airborne thinker.						
Ability to understand instructions						

A = Above Average    D = Unacceptable

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<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training: PPL N/R CPL I/R CONV</b>			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed                      Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

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<b>Date:</b>	<b>Instructor:</b>
<b>Aircraft:</b>	<b>Registration:</b>
<b>Training:</b> PPL    N/R    CPL    I/R    CONV	
<b>Other:</b>	

A = Exceptional    C = Average

**Exercises Completed                          Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
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<b>Date:</b>		<b>Instructor:</b>			
<b>Aircraft:</b>		<b>Registration:</b>			
<b>Training: PPL    N/R    CPL    I/R    CONV</b>					
<b>Other:</b>					

A = Exceptional    C = Average

**Exercises Completed    Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>



# Unitas Flying School – Training Evaluation

Basic Exercises	Student:	Grading				
<u>Aspect</u>		A	B	C	D	N/A
Quality of Ground checks						
Taxying Skill.						
Quality of In-Flight checks / Vital Actions.						
Standard of Airmanship.						
Engine handling sequence and management.						
Feels / Hears & responds to changes in engine / airframe vibration.						
Pre-selects and Maintains correct a/c attitude after changes.						
Flies 'Eyes outside' and not instrument-fixated						
Fingers are relaxed and not clenched on control yoke / stick.						
Flies with Hands off control yoke / stick as much as possible.						
Elevator Trimming Skill.						
Correct use of Rudder and Rudder trimmer, when required.						
Maintains given altitude - aware of deviation; no prompting.						
Maintains given airspeed - aware of deviation; no prompting.						
Maintains given direction - aware of deviation; no prompting.						
Demonstrates co-ordinated use of controls during flight.						
Aware of change of stalling speed with manoeuvres / weight.						
Skill at slow flight and transition from slow flight to cruise and vice versa.						
Aware of wind direction & strength and effect on flight path.						
Mental alertness during this lesson.						
Level of preparation for this lesson.						
Aware of own position in training area at all times.						
Aware of position of other a/c via R/T reports and visually						
Maintains active Lookout for other a/c and notices nearby traffic.						
Radio Calls acceptable for the level of experience now at.						
Logbook neat, legible and up-to-date.						
Able to adapt to deviations from the norm: an airborne thinker.						
Ability to understand instructions						

A = Above Average    D = Unacceptable

# Advance GF Exercises

# Unitas Flying School

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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training: PPL N/R CPL I/R CONV</b>			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed                          Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

**Unitas Flying School**  
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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training: PPL N/R CPL I/R CONV</b>			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed**                      **Rating:**    **A**    **B**    **C**    **D**    **E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Advanced Exercises	Student:		Grading				
<u>Aspect</u>	A	B	C	D	N/A		
Quality of Ground checks.							
Safety / Crew / Emergency Briefings.							
Crosswind take-offs and landings.							
Quality of In-Flight checks / Vital Actions.							
Engine handling sequence and management acceptable,							
Radio calls made without prompting and of acceptable standard.							
Always checks clear before turning.							
Quality of climbing and descending turns.							
Quality of medium and steep level turns.							
Transition from cruise to slow flight is quick and efficient.							
HASELL checks done without prompting and complete.							
Stall symptoms verbalized, especially nominates a stall speed.							
Verbalizes recognition of the stall.							
Recovers correctly from any stall.							
Recovers correctly from any incipient / full spin.							
FLWOP of a high standard.							
Precautionary landing of a high standard.							
Manages aircraft under traffic conditions in the GFA.							
FREDA checks done without prompting and complete.							
Circuit joining procedure correct.							
Able to space efficiently throughout the circuit [plans ahead].							
Competent at flapped, flapless and glide approaches.							
Aware of wind direction / strength and effect on flight path.							
Was mentally alert during this lesson.							
Had rehearsed / done required preparation for this Lesson.							
Aware of position of other a/c via R/T reports & visually.							
Able to adapt to deviations from the norm: an airborne thinker.							
Ability to understand instructions							

A = Above Average    D = Unacceptable

# Circuit Training



# Unitas Flying School

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<b>Student Name:</b>			
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<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed**

**Rating:**   A   B   C   D   E


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>



# Unitas Flying School – Training Evaluation

Circuit Training	Student:				Grading					
<u>Aspect</u>	A	B	C	D	N/A					
Quality of Ground checks										
Safety / Crew / Emergency Briefings										
Directional control during take-off roll.										
Allows aircraft to fly itself off / use of ground effect										
Quality of in-Flight checks / Vital Actions										
Engine handling sequence and management acceptable.										
Simulated Engine Failure after take-off.										
Pre-turn scan: Lookout. Speed. Height.										
Downwind scan: Position, Altitude, Speed.										
Flies with Hands off control yoke / stick as much as possible.										
Height loss and speed control on Base-leg.										
Height, speed and centreline control on Finals.										
Maintains consistent attitude along Finals.										
Controls speed with throttle / Flaps on Finals.										
Controls ROD with throttle / Flaps on finals.										
Quality of Round-out										
Quality of Float and Hold-off.										
Quality of Landing.										
Aware of wind direction / strength and effect on flight path.										
Mentally Alert during this lesson.										
Quality of preparation for this Lesson.										
Aware of position of other a/c via R/IT reports & visually.										
Able to space efficiently throughout the circuit [plans ahead].										
Quality of Radio Calls.										
Competent at crosswind circuit, particularly landings.										
Recovery from ballooning / go-around.										
Ability to adapt to deviations from the norm: an airborne thinker.										
After Landing procedures										

A = Above Average    D = Unacceptable

<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL    N/R    CPL    I/R    CONV			
<b>Other:</b>			

A = Exceptional    C = Average

**Exercises Completed**                                  **Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Dual / Progress Check      Student:	Grading				
<u>Aspect</u>	A	B	C	D	N/A
Quality of pre-flight checks.					
Quality of ground checks.					
Taxying skill.					
Safety / Crew / Emergency Briefings.					
Quality of In-Flight checks / Vital Actions.					
Engine handling sequence and management acceptable,					
Feels/hears & responds to changes of engine pitch & airframe vibrations.					
Pre-selects and maintains correct a/c attitude after changes.					
Flies "Eyes Outside"					
Handling of control yoke/stick as light as possible (Light touch)					
Elevator/Rudder Trimming skill.					
Can maintain given altitude/heading/airspeed, requires no prompting.					
Demonstrates co-ordinated use of controls during flight.					
Monitors engine and electrical gauges during flight.					
Skill at slow flight and transition from slow to cruise and vice versa.					
Aware of wind direction/strength and effect on flight path.					
Is mentally alert during the lesson.					
Readiness and preparation for the lesson.					
Aware of own position in training area/circuit at all times					
FREDA checks done without prompting and complete.					
Circuit joining procedure correct.					
Aware of position of other a/c via R/T reports.					
Maintains active lookout for other a/c and notices nearby traffic.					
Radio calls of acceptable standard.					
Log book neat, legible and up-to-date.					
Aware of and understands any mistakes made during the lesson.					
Standard of airmanship.					
Able to adapt to deviations from the norm: an airborne thinker.					
Other (specify):					

A = Above Average      D = Unacceptable

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<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL N/R CPL I/R CONV			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed**                      **Rating:    A    B    C    D    E**


<b>Safety Topic:</b>	
<b>Comments:</b>	

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

<b>Student Name:</b>			
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<b>Other:</b>			

A = Exceptional C = Average

Exercises Completed

Rating:

A

B

C

D

E


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Circuit Training	Student:		Grading				
<u>Aspect</u>	A	B	C	D	N/A		
Quality of Ground checks							
Safety / Crew / Emergency Briefings							
Directional control during take-off roll.							
Allows aircraft to fly itself off / use of ground effect							
Quality of in-Flight checks / Vital Actions							
Engine handling sequence and management acceptable.							
Simulated Engine Failure after take-off.							
Pre-turn scan: Lookout. Speed. Height.							
Downwind scan: Position, Altitude, Speed.							
Flies with Hands off control yoke / stick as much as possible.							
Height loss and speed control on Base-leg.							
Height, speed and centreline control on Finals.							
Maintains consistent attitude along Finals.							
Controls speed with throttle / Flaps on Finals.							
Controls ROD with throttle / Flaps on finals.							
Quality of Round-out							
Quality of Float and Hold-off.							
Quality of Landing.							
Aware of wind direction / strength and effect on flight path.							
Mentally Alert during this lesson.							
Quality of preparation for this Lesson.							
Aware of position of other a/c via R/IT reports & visually.							
Able to space efficiently throughout the circuit [plans ahead].							
Quality of Radio Calls.							
Competent at crosswind circuit, particularly landings.							
Recovery from ballooning / go-around.							
Ability to adapt to deviations from the norm: an airborne thinker.							
After Landing procedures							

A = Above Average    D = Unacceptable

<b>Student Name:</b>	
<b>This Lesson:</b>	Wx:                      Wind:                      Rwy:
<b>Date:</b>	<b>Instructor:</b>
<b>Aircraft:</b>	<b>Registration:</b>
<b>Training:</b> PPL    N/R    CPL    I/R    CONV	
<b>Other:</b>	

A = Exceptional    C = Average

**Exercises Completed                      Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>





# Unitas Flying School – Training Evaluation

Circuit Training	Student:		Grading				
<u>Aspect</u>	A	B	C	D	N/A		
Quality of Ground checks							
Safety / Crew / Emergency Briefings							
Directional control during take-off roll.							
Allows aircraft to fly itself off / use of ground effect							
Quality of in-Flight checks / Vital Actions							
Engine handling sequence and management acceptable.							
Simulated Engine Failure after take-off.							
Pre-turn scan: Lookout. Speed. Height.							
Downwind scan: Position, Altitude, Speed.							
Flies with Hands off control yoke / stick as much as possible.							
Height loss and speed control on Base-leg.							
Height, speed and centreline control on Finals.							
Maintains consistent attitude along Finals.							
Controls speed with throttle / Flaps on Finals.							
Controls ROD with throttle / Flaps on finals.							
Quality of Round-out							
Quality of Float and Hold-off.							
Quality of Landing.							
Aware of wind direction / strength and effect on flight path.							
Mentally Alert during this lesson.							
Quality of preparation for this Lesson.							
Aware of position of other a/c via R/IT reports & visually.							
Able to space efficiently throughout the circuit [plans ahead].							
Quality of Radio Calls.							
Competent at crosswind circuit, particularly landings.							
Recovery from ballooning / go-around.							
Ability to adapt to deviations from the norm: an airborne thinker.							
After Landing procedures							

A = Above Average    D = Unacceptable

<b>Student Name:</b>			
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<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL N/R CPL I/R CONV			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed      Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
<b>Total</b>			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

<b>Student Name:</b>	
<b>This Lesson:</b>	Wx: <span style="border: 1px solid black; display: inline-block; width: 80px; height: 15px;"></span> Wind: <span style="border: 1px solid black; display: inline-block; width: 80px; height: 15px;"></span> Rwy: <span style="border: 1px solid black; display: inline-block; width: 80px; height: 15px;"></span>
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<b>Aircraft:</b>	<b>Registration:</b>
<b>Training:</b> PPL   N/R   CPL   I/R   CONV	
<b>Other:</b>	

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**Exercises Completed                                  Rating:   A   B   C   D   E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Circuit Training	Student:		Grading				
<u>Aspect</u>	A	B	C	D	N/A		
Quality of Ground checks							
Safety / Crew / Emergency Briefings							
Directional control during take-off roll.							
Allows aircraft to fly itself off / use of ground effect							
Quality of in-Flight checks / Vital Actions							
Engine handling sequence and management acceptable.							
Simulated Engine Failure after take-off.							
Pre-turn scan: Lookout. Speed. Height.							
Downwind scan: Position, Altitude, Speed.							
Flies with Hands off control yoke / stick as much as possible.							
Height loss and speed control on Base-leg.							
Height, speed and centreline control on Finals.							
Maintains consistent attitude along Finals.							
Controls speed with throttle / Flaps on Finals.							
Controls ROD with throttle / Flaps on finals.							
Quality of Round-out							
Quality of Float and Hold-off.							
Quality of Landing.							
Aware of wind direction / strength and effect on flight path.							
Mentally Alert during this lesson.							
Quality of preparation for this Lesson.							
Aware of position of other a/c via R/IT reports & visually.							
Able to space efficiently throughout the circuit [plans ahead].							
Quality of Radio Calls.							
Competent at crosswind circuit, particularly landings.							
Recovery from ballooning / go-around.							
Ability to adapt to deviations from the norm: an airborne thinker.							
After Landing procedures							

A = Above Average    D = Unacceptable

GF Solo Preparation  
And Solo Work  
Advanced Exercises

<b>Student Name:</b>		
<b>This Lesson:</b>	Wx:	Wind:
Date:	Instructor:	
Aircraft:	Registration:	
Training: PPL N/R CPL I/R CONV		
Other:		

A = Exceptional C = Average

Exercises Completed **Rating:**    **A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Advanced Exercises      Student:	Grading				
<u>Aspect</u>	A	B	C	D	N/A
Quality of Ground checks.					
Safety / Crew / Emergency Briefings.					
Crosswind take-offs and landings.					
Quality of In-Flight checks / Vital Actions.					
Engine handling sequence and management acceptable,					
Radio calls made without prompting and of acceptable standard.					
Always checks clear before turning.					
Quality of climbing and descending turns.					
Quality of medium and steep level turns.					
Transition from cruise to slow flight is quick and efficient.					
HASELL checks done without prompting and complete.					
Stall symptoms verbalized, especially nominates a stall speed.					
Verbalizes recognition of the stall.					
Recovers correctly from any stall.					
Recovers correctly from any incipient / full spin.					
FLWOP of a high standard.					
Precautionary landing of a high standard.					
Manages aircraft under traffic conditions in the GFA.					
FREDA checks done without prompting and complete.					
Circuit joining procedure correct.					
Able to space efficiently throughout the circuit [plans ahead].					
Competent at flapped, flapless and glide approaches.					
Aware of wind direction / strength and effect on flight path.					
Was mentally alert during this lesson.					
Had rehearsed / done required preparation for this Lesson.					
Aware of position of other a/c via R/T reports & visually.					
Able to adapt to deviations from the norm: an airborne thinker.					
Ability to understand instructions					

A = Above Average    D = Unacceptable

**Unitas Flying School**  
Training Operations - Chit Sheet Rev.2.0

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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed**                      **Rating:**    A    B    C    D    E


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>



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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training: PPL    N/R    CPL    I/R    CONV</b>			
<b>Other:</b>			

**A = Exceptional    C = Average**

**Exercises Completed                                  Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Advanced Exercises	Student:		Grading				
<u>Aspect</u>	A	B	C	D	N/A		
Quality of Ground checks.							
Safety / Crew / Emergency Briefings.							
Crosswind take-offs and landings.							
Quality of In-Flight checks / Vital Actions.							
Engine handling sequence and management acceptable,							
Radio calls made without prompting and of acceptable standard.							
Always checks clear before turning.							
Quality of climbing and descending turns.							
Quality of medium and steep level turns.							
Transition from cruise to slow flight is quick and efficient.							
HASELL checks done without prompting and complete.							
Stall symptoms verbalized, especially nominates a stall speed.							
Verbalizes recognition of the stall.							
Recovers correctly from any stall.							
Recovers correctly from any incipient / full spin.							
FLWOP of a high standard.							
Precautionary landing of a high standard.							
Manages aircraft under traffic conditions in the GFA.							
FREDA checks done without prompting and complete.							
Circuit joining procedure correct.							
Able to space efficiently throughout the circuit [plans ahead].							
Competent at flapped, flapless and glide approaches.							
Aware of wind direction / strength and effect on flight path.							
Was mentally alert during this lesson.							
Had rehearsed / done required preparation for this Lesson.							
Aware of position of other a/c via R/T reports & visually.							
Able to adapt to deviations from the norm: an airborne thinker.							
Ability to understand instructions							

A = Above Average    D = Unacceptable

Unitas Flying School  
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<b>Student Name:</b>					
<b>This Lesson:</b>	Wx:	Wind:	Rwy:		
<b>Date:</b>				<b>Instructor:</b>	
<b>Aircraft:</b>				<b>Registration:</b>	
<b>Training:</b>	PPL	N/R	CPL	I/R	CONV
<b>Other:</b>					

A = Exceptional C = Average

**Exercises Completed**                      **Rating:**    **A**    **B**    **C**    **D**    **E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Navigation

<b>Student Name:</b> <span style="border: 1px solid black; display: inline-block; width: 500px; height: 20px;"></span>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>		<b>Instructor:</b>	
<b>Aircraft:</b>		<b>Registration:</b>	
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed                                  Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Navigation Training      Student:	Grading				
<u>Aspect</u>	A	B	C	D	N/A
Quality of map preparation.					
Correctness of flight plan.					
Quality of On-Ground checks.					
Checks compass vs runway heading during line-up and slaves DI.					
Quality of In-Flight checks / Vital Actions.					
Standard of Airmanship.					
Engine handling & management.					
Timing and application of QNH to QNE and vice versa.					
Use of cruise climb speed.					
Flies 'Eyes outside' and not instrument fixated.					
Flies with Hands off control yoke / stick as much as possible.					
In-flight Map reading skills.					
Dead reckoning and Track crawling ability.					
Keeps Nav log up to date.					
Maintains required altitude – requires no prompting					
Maintains required heading – requires no prompting					
Aware of position along track / position off track					
Sufficient use of FRED A checks.					
Able to cope with an en-route diversion [dogleg].					
Aware of wind direction I strength and affect on flight path.					
Mentally Alert during this lesson.					
Had rehearsed / Done required preparation for this lesson.					
Unmanned aerodrome joining procedures satisfactory.					
Aware of position of other a/c via R/T reports.					
Maintains active Lookout for other a/c and notices nearby traffic.					
Use of Radio during various aspects of navigation.					
R/T phraseology and clarity of speech.					
Ability to use Nav-aids for positioning and homing.					
Other (Specify):					

A = Above Average      D = Unacceptable

# Unitas Flying School

Training Operations - Chit Sheet Rev.2.0

Page: \_\_\_\_\_

<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training: PPL N/R CPL I/R CONV</b>			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed**                      **Rating: A B C D E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School

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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL N/R CPL I/R CONV			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed**                      **Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>



# Unitas Flying School – Training Evaluation

Navigation Training      Student:	Grading				
<u>Aspect</u>	A	B	C	D	N/A
Quality of map preparation.					
Correctness of flight plan.					
Quality of On-Ground checks.					
Checks compass vs runway heading during line-up and slaves DI.					
Quality of In-Flight checks / Vital Actions.					
Standard of Airmanship.					
Engine handling & management.					
Timing and application of QNH to QNE and vice versa.					
Use of cruise climb speed.					
Flies 'Eyes outside' and not instrument fixated.					
Flies with Hands off control yoke / stick as much as possible.					
In-flight Map reading skills.					
Dead reckoning and Track crawling ability.					
Keeps Nav log up to date.					
Maintains required altitude – requires no prompting					
Maintains required heading – requires no prompting					
Aware of position along track / position off track					
Sufficient use of FRED A checks.					
Able to cope with an en-route diversion [dogleg].					
Aware of wind direction I strength and affect on flight path.					
Mentally Alert during this lesson.					
Had rehearsed / Done required preparation for this lesson.					
Unmanned aerodrome joining procedures satisfactory.					
Aware of position of other a/c via R/T reports.					
Maintains active Lookout for other a/c and notices nearby traffic.					
Use of Radio during various aspects of navigation.					
R/T phraseology and clarity of speech.					
Ability to use Nav-aids for positioning and homing.					
Other (Specify):					

A = Above Average    D = Unacceptable

Unitas Flying School  
 Training Operations - Chit Sheet Rev.2.0

Page:

<b>Student Name:</b> <span style="border: 1px solid black; display: inline-block; width: 500px; height: 20px;"></span>				
<b>This Lesson:</b> <span style="border: 1px solid black; display: inline-block; width: 200px; height: 20px;"></span>		Wx: <span style="border: 1px solid black; display: inline-block; width: 150px; height: 20px;"></span>	Wind: <span style="border: 1px solid black; display: inline-block; width: 150px; height: 20px;"></span>	Rwy: <span style="border: 1px solid black; display: inline-block; width: 100px; height: 20px;"></span>
<b>Date:</b> <span style="border: 1px solid black; display: inline-block; width: 250px; height: 20px;"></span>			<b>Instructor:</b> <span style="border: 1px solid black; display: inline-block; width: 300px; height: 20px;"></span>	
<b>Aircraft:</b> <span style="border: 1px solid black; display: inline-block; width: 300px; height: 20px;"></span>			<b>Registration:</b> <span style="border: 1px solid black; display: inline-block; width: 300px; height: 20px;"></span>	
<b>Training:</b> PPL   N/R   CPL   I/R   CONV				
<b>Other:</b> <span style="border: 1px solid black; display: inline-block; width: 500px; height: 20px;"></span>				

A = Exceptional   C = Average

**Exercises Completed**                          **Rating:**    **A   B   C   D   E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL    N/R    CPL    I/R    CONV			
<b>Other:</b>			

A = Exceptional    C = Average

**Exercises Completed**                          **Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
Dual			
Solo			
Total			
Instrument training			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Instrument Training

<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed                      Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed**                          **Rating:**    A    B    C    D    E


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Instrument Training	Student:				Grading				
Aspect	A	B	C	D	N/A				
Safety / Crew / Emergency Briefings.									
Altimeter Set, Compass Pre-checked, DI set to compass.									
Tuned, Identified and Tested radio navigation beacons.									
Obtained Take-off clearance and read back correctly.									
Intercepts and maintains pre- determined outbound track - NOB QDR.									
Intercepts and maintains pre- determined outbound track - VOR radial									
Climb at given ROC and speed.									
Timed climbing turns through 360° in 2 min. and gain 1000' at given speed.									
Level flight from cruise to slow flight and accelerate to cruise again.									
Steep level turns - full panel.									
HASELL checks.									
Limited panel flight - straight and level at nominated speeds.									
Limited panel flight - rate 1 turns onto given headings (without DI)									
Limited panel flight - recovery from unusual attitudes									
Limited panel flight - asymmetric control.									
Intercept QDMs / QDRs.									
Intercept VOR Radials inbound and outbound.									
FREDA checks.									
Holding – Identifying the entry.									
Holding - Entry procedures: direct entry.									
Holding - Entry procedures: parallel entry.									
Holding - Entry procedures: teardrop entry.									
Holding - Flying the hold proper.									
Letdown - Flying the letdown.									
Final approach – intercept and maintain QDM (NDB) or Radial (VOR) or localizer									
Final approach – glide path accuracy									
Missed approach procedure and accuracy.									
Simulated ground controlled approach / radar vectoring joining circuit to base.									

A = Above Average    D = Unacceptable

# Unitas Flying School

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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed                          Rating:    A    B    C    D    E**


<b>Safety Topic:</b>	
<b>Comments:</b>	

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>



# Unitas Flying School

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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed**                          **Rating:   A   B   C   D   E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Instrument Training	Student:				Grading					
Aspect	A	B	C	D	N/A					
Safety / Crew / Emergency Briefings.										
Altimeter Set, Compass Pre-checked, DI set to compass.										
Tuned, Identified and Tested radio navigation beacons.										
Obtained Take-off clearance and read back correctly.										
Intercepts and maintains pre- determined outbound track - NOB QDR.										
Intercepts and maintains pre- determined outbound track - VOR radial										
Climb at given ROC and speed.										
Timed climbing turns through 360° in 2 min. and gain 1000' at given speed.										
Level flight from cruise to slow flight and accelerate to cruise again.										
Steep level turns - full panel.										
HASELL checks.										
Limited panel flight - straight and level at nominated speeds.										
Limited panel flight - rate 1 turns onto given headings (without DI)										
Limited panel flight - recovery from unusual attitudes										
Limited panel flight - asymmetric control.										
Intercept QDMs / QDRs.										
Intercept VOR Radials inbound and outbound.										
FREDA checks.										
Holding – Identifying the entry.										
Holding - Entry procedures: direct entry.										
Holding - Entry procedures: parallel entry.										
Holding - Entry procedures: teardrop entry.										
Holding - Flying the hold proper.										
Letdown - Flying the letdown.										
Final approach – intercept and maintain QDM (NDB) or Radial (VOR) or localizer										
Final approach – glide path accuracy										
Missed approach procedure and accuracy.										
Simulated ground controlled approach / radar vectoring joining circuit to base.										

A = Above Average    D = Unacceptable

**Unitas Flying School**  
Training Operations - Chit Sheet Rev.2.0

<b>Page:</b>
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<b>Student Name:</b>	
<b>This Lesson:</b>	Wx:
	Wind:
	Rwy:
<b>Date:</b>	<b>Instructor:</b>
<b>Aircraft:</b>	<b>Registration:</b>
<b>Training:</b> PPL N/R CPL I/R CONV	
<b>Other:</b>	

A = Exceptional C = Average

**Exercises Completed Rating: A B C D E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School

## Training Operations - Chit Sheet Rev.2.0

Page: _____
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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL N/R CPL I/R CONV			
<b>Other:</b>			

A = Exceptional C = Average

**Exercises Completed**                      **Rating:**    A    B    C    D    E


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Instrument Training	Student:				Grading				
Aspect	A	B	C	D	N/A				
Safety / Crew / Emergency Briefings.									
Altimeter Set, Compass Pre-checked, DI set to compass.									
Tuned, Identified and Tested radio navigation beacons.									
Obtained Take-off clearance and read back correctly.									
Intercepts and maintains pre- determined outbound track - NOB QDR.									
Intercepts and maintains pre- determined outbound track - VOR radial									
Climb at given ROC and speed.									
Timed climbing turns through 360° in 2 min. and gain 1000' at given speed.									
Level flight from cruise to slow flight and accelerate to cruise again.									
Steep level turns - full panel.									
HASELL checks.									
Limited panel flight - straight and level at nominated speeds.									
Limited panel flight - rate 1 turns onto given headings (without DI)									
Limited panel flight - recovery from unusual attitudes									
Limited panel flight - asymmetric control.									
Intercept QDMs / QDRs.									
Intercept VOR Radials inbound and outbound.									
FREDA checks.									
Holding – Identifying the entry.									
Holding - Entry procedures: direct entry.									
Holding - Entry procedures: parallel entry.									
Holding - Entry procedures: teardrop entry.									
Holding - Flying the hold proper.									
Letdown - Flying the letdown.									
Final approach – intercept and maintain QDM (NDB) or Radial (VOR) or localizer									
Final approach – glide path accuracy									
Missed approach procedure and accuracy.									
Simulated ground controlled approach / radar vectoring joining circuit to base.									

A = Above Average    D = Unacceptable

**Unitas Flying School**  
 Training Operations - Chit Sheet Rev.2.0

Page:

<b>Student Name:</b> <span style="border: 1px solid black; display: inline-block; width: 550px; height: 25px;"></span>			
<b>This Lesson:</b>	Wx: <span style="border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span>	Wind: <span style="border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span>	Rwy: <span style="border: 1px solid black; display: inline-block; width: 150px; height: 15px;"></span>
<b>Date:</b> <span style="border: 1px solid black; display: inline-block; width: 300px; height: 15px;"></span>		<b>Instructor:</b> <span style="border: 1px solid black; display: inline-block; width: 300px; height: 15px;"></span>	
<b>Aircraft:</b> <span style="border: 1px solid black; display: inline-block; width: 300px; height: 15px;"></span>		<b>Registration:</b> <span style="border: 1px solid black; display: inline-block; width: 300px; height: 15px;"></span>	
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b> <span style="border: 1px solid black; display: inline-block; width: 550px; height: 15px;"></span>			

A = Exceptional   C = Average

**Exercises Completed**                      **Rating:**    **A**   **B**   **C**   **D**   **E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>
<b>Solo</b>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>
<b>Total</b>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>
<b>Instrument training</b>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100px; height: 25px;"></span>

<b>Instructor Signature:</b> <span style="border: 1px solid black; display: inline-block; width: 450px; height: 25px;"></span>	<b>Briefing Time Spent:</b> <span style="border: 1px solid black; display: inline-block; width: 150px; height: 25px;"></span>
<b>Student Signature:</b> <span style="border: 1px solid black; display: inline-block; width: 450px; height: 25px;"></span>	<b>De-Briefing Time Spent:</b> <span style="border: 1px solid black; display: inline-block; width: 150px; height: 25px;"></span>

<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed**    **Rating:**    A    B    C    D    E


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Instrument Training	Student:				Grading				
Aspect	A	B	C	D	N/A				
Safety / Crew / Emergency Briefings.									
Altimeter Set, Compass Pre-checked, DI set to compass.									
Tuned, Identified and Tested radio navigation beacons.									
Obtained Take-off clearance and read back correctly.									
Intercepts and maintains pre- determined outbound track - NOB QDR.									
Intercepts and maintains pre- determined outbound track - VOR radial									
Climb at given ROC and speed.									
Timed climbing turns through 360° in 2 min. and gain 1000' at given speed.									
Level flight from cruise to slow flight and accelerate to cruise again.									
Steep level turns - full panel.									
HASELL checks.									
Limited panel flight - straight and level at nominated speeds.									
Limited panel flight - rate 1 turns onto given headings (without DI)									
Limited panel flight - recovery from unusual attitudes									
Limited panel flight - asymmetric control.									
Intercept QDMs / QDRs.									
Intercept VOR Radials inbound and outbound.									
FREDA checks.									
Holding – Identifying the entry.									
Holding - Entry procedures: direct entry.									
Holding - Entry procedures: parallel entry.									
Holding - Entry procedures: teardrop entry.									
Holding - Flying the hold proper.									
Letdown - Flying the letdown.									
Final approach – intercept and maintain QDM (NDB) or Radial (VOR) or localizer									
Final approach – glide path accuracy									
Missed approach procedure and accuracy.									
Simulated ground controlled approach / radar vectoring joining circuit to base.									

A = Above Average    D = Unacceptable



<b>Student Name:</b>	
<b>This Lesson:</b>	Wx:                                  Wind:                                  Rwy:
<b>Date:</b>	<b>Instructor:</b>
<b>Aircraft:</b>	<b>Registration:</b>
<b>Training:</b> PPL    N/R    CPL    I/R    CONV	
<b>Other:</b>	

A = Exceptional    C = Average

**Exercises Completed**

**Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School

Training Operations - Chit Sheet Rev.2.0

Page: \_\_\_\_\_

<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

A = Exceptional   C = Average

**Exercises Completed**                      **Rating:**    **A**    **B**    **C**    **D**    **E**


<b>Safety Topic:</b>	
<b>Comments:</b>	

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Unitas Flying School – Training Evaluation

Instrument Training	Student:				Grading					
Aspect	A	B	C	D	N/A					
Safety / Crew / Emergency Briefings.										
Altimeter Set, Compass Pre-checked, DI set to compass.										
Tuned, Identified and Tested radio navigation beacons.										
Obtained Take-off clearance and read back correctly.										
Intercepts and maintains pre- determined outbound track - NOB QDR.										
Intercepts and maintains pre- determined outbound track - VOR radial										
Climb at given ROC and speed.										
Timed climbing turns through 360° in 2 min. and gain 1000' at given speed.										
Level flight from cruise to slow flight and accelerate to cruise again.										
Steep level turns - full panel.										
HASELL checks.										
Limited panel flight - straight and level at nominated speeds.										
Limited panel flight - rate 1 turns onto given headings (without DI)										
Limited panel flight - recovery from unusual attitudes										
Limited panel flight - asymmetric control.										
Intercept QDMs / QDRs.										
Intercept VOR Radials inbound and outbound.										
FREDA checks.										
Holding – Identifying the entry.										
Holding - Entry procedures: direct entry.										
Holding - Entry procedures: parallel entry.										
Holding - Entry procedures: teardrop entry.										
Holding - Flying the hold proper.										
Letdown - Flying the letdown.										
Final approach – intercept and maintain QDM (NDB) or Radial (VOR) or localizer										
Final approach – glide path accuracy										
Missed approach procedure and accuracy.										
Simulated ground controlled approach / radar vectoring joining circuit to base.										

A = Above Average    D = Unacceptable

# Unitas Flying School

Training Operations - Chit Sheet Rev.2.0

Page:
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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b> PPL   N/R   CPL   I/R   CONV			
<b>Other:</b>			

**A = Exceptional   C = Average**

**Exercises Completed                          Rating:    A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>

# Test Preparation

**Unitas Flying School**  
Training Operations - Chit Sheet Rev.2.0

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<b>Student Name:</b>			
<b>This Lesson:</b>	Wx:	Wind:	Rwy:
<b>Date:</b>	<b>Instructor:</b>		
<b>Aircraft:</b>	<b>Registration:</b>		
<b>Training:</b>	PPL    N/R    CPL    I/R    CONV		
<b>Other:</b>			

A = Exceptional    C = Average

**Exercises Completed**

**Rating:**

**A    B    C    D    E**


<b>Safety Topic:</b>
<b>Comments:</b>

Hours Flown	Previous Totals	This Lesson	New Totals
<b>Dual</b>			
<b>Solo</b>			
<b>Total</b>			
<b>Instrument training</b>			

<b>Instructor Signature:</b>	<b>Briefing Time Spent:</b>
<b>Student Signature:</b>	<b>De-Briefing Time Spent:</b>



# Unitas Flying School – Training Evaluation

Dual / Progress Check      Student:	Grading				
<u>Aspect</u>	A	B	C	D	N/A
Quality of pre-flight checks.					
Quality of ground checks.					
Taxying skill.					
Safety / Crew / Emergency Briefings.					
Quality of In-Flight checks / Vital Actions.					
Engine handling sequence and management acceptable,					
Feels/hears & responds to changes of engine pitch & airframe vibrations.					
Pre-selects and maintains correct a/c attitude after changes.					
Flies "Eyes Outside"					
Handling of control yoke/stick as light as possible (Light touch)					
Elevator/Rudder Trimming skill.					
Can maintain given altitude/heading/airspeed, requires no prompting.					
Demonstrates co-ordinated use of controls during flight.					
Monitors engine and electrical gauges during flight.					
Skill at slow flight and transition from slow to cruise and vice versa.					
Aware of wind direction/strength and effect on flight path.					
Is mentally alert during the lesson.					
Readiness and preparation for the lesson.					
Aware of own position in training area/circuit at all times					
FREDA checks done without prompting and complete.					
Circuit joining procedure correct.					
Aware of position of other a/c via R/T reports.					
Maintains active lookout for other a/c and notices nearby traffic.					
Radio calls of acceptable standard.					
Log book neat, legible and up-to-date.					
Aware of and understands any mistakes made during the lesson.					
Standard of airmanship.					
Able to adapt to deviations from the norm: an airborne thinker.					
Other (specify):					

A = Above Average      D = Unacceptable



# Unitas Flying School – Training Evaluation

Dual / Progress Check      Student:	Grading				
<u>Aspect</u>	A	B	C	D	N/A
Quality of pre-flight checks.					
Quality of ground checks.					
Taxying skill.					
Safety / Crew / Emergency Briefings.					
Quality of In-Flight checks / Vital Actions.					
Engine handling sequence and management acceptable,					
Feels/hears & responds to changes of engine pitch & airframe vibrations.					
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Flies "Eyes Outside"					
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