

BPPP Instructor Standardization Check Flight Checklist			
Name of candidate:		Check pilot name:	
Phone number:		Date:	
Email:		Location of flight:	
Score Codes	U Unsatisfactory	Aircraft model:	
S Satisfactory	NI Needs improvement	Aircraft registration:	
At a minimum the following maneuvers shall be performed to the stated completion criteria. The order of presentation is suggested but may be changed at the discretion of the BPPP Standardization Check Pilot.			
Short Field Takeoff			Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.			S
Candidate briefs the departure prior to taxi onto the runway.			U
After departure and clearing obstacles, climb at V_y , then transition to cruise climb.			NI
Level off at least 3000 feet AGL.			
Level off and cruise			Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.			S
After establishing level flight, the BPPP Standardization Check Pilot demonstrates mixture management including Rich of Peak EGT (TIT) and Lean of Peak EGT			U
(TIT) operation as appropriate to the engine and instrumentation.			NI
The BPPP Standardization Check Pilot then returns the mixture to the climb setting and the candidate demonstrates establishing Rich of Peak EGT (TIT) and Lean of Peak EGT (TIT) operation as appropriate to the engine and instrumentation.			
Slow Flight			Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.			S
Return mixture control to FULL RICH.			U
Complete 180° of clearing turn while decelerating, actively looking for traffic.			NI
Maintain altitude and rudder coordination while completing turns in Slow Flight.			
Recover to level flight at 20" MP.			
Power-On (Departure) Stall			Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.			S
Candidate talks "student" through demonstration of a power-on stall with a 10°-20° bank in either direction, including recovery per PTS technique.			U
Candidate demonstrates a second power-on stall just like the first, simulating flight in a single-control aircraft with an incapacitated pilot and a control column that fails to "throw over," by flying with the right side of the pilot's control wheel.			NI
Accelerated Stall			Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.			S
Return to 105-110 KIAS and trim for stable flight.			U
Candidate talks "student" through demonstration of an accelerated stall and recovery.			NI
Power-Off (Approach) Stall			Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.			S
Complete 180° of clearing turn while decelerating, actively looking for traffic.			U
Recover to level flight at 20" MP per PTS technique.			NI
Spiral Demonstration			Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.			S
Perform clearing turns, being careful to clear below the airplane as well.			U
The BPPP Standardization Check Pilot conducts the spiral demonstration and recovery.			NI
The candidate talks the "student" through the spiral demonstration and recovery.			

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Name of candidate:	Date:
Balked Landing (Go-Around)	Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.	S
Demonstration is flown at altitude.	U
Candidate assumes control , simulating flight in a single-control aircraft with an incapacitated pilot and a control column that fails to "throw over," by flying with the right side of the pilot's control wheel.	NI
Forced Landing	Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.	S
Candidate talks "student" through the forced landing technique to a full stop landing on a suitable runway.	U
During descent, the candidate shows the "student" how rate of descent increases by lowering the nose to increase indicated airspeed and drag, if the airplane is too high to reach one of the "key" positions.	NI
Door Open on Takeoff	Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.	S
The BPPP Standardization Check Pilot conducts a normal takeoff.	U
Candidate "pops" open the door after liftoff and talks the "student" through landing.	NI
Soft-Field Takeoff (except B36TC)	Score (circle one)
Technique and limitations per the BPPP Maneuvers Profile.	S
Candidate briefs the departure prior to taxi onto the runway.	U
The BPPP Standardization Check Pilot conducts a soft-field takeoff.	NI
B36TC: Substitute a Normal or Short Field takeoff at the BPPP Standardization Check Pilot's discretion.	
Manual Landing Gear Extension	Score (circle one)
Technique and limitations per the BPPP.	S
Candidate talks "student" through the manual landing gear extension technique.	U
After completing the extension, use the Retraction After Practice Manual Extension checklist to retract the gear electrically.	NI
Instrument Approach	Score (circle one)
ILS approach using By the Numbers technique to a full stop landing.	S
If an ILS is not available, use an approach with vertical guidance or nonprecision approach as available.	U
Candidate demonstrates an ILS approach to minimums , simulating flight in a single-control aircraft with an incapacitated pilot and a control column that fails to "throw over," by flying with the right side of the pilot's control wheel.	NI
Comments (required for each U or NI score). Use separate sheet if necessary.	
I (circle one) DO or DO NOT endorse the Candidate to become a BPPP instructor pilot. BPPP Standardization Check Pilot signature: Date:	

Send the Hold Harmless, Pilot in Command form, and this checklist to ABS at bppp@bonanza.org.
The BPPP Standardization Check Pilot may endorse the Candidate for a Flight Review if all requirements of 14 CFR 91.56 are met. The Candidate pays the BPPP Standardization Check Pilot a flat fee of \$300 (\$75/hour for approximately four hours total contact time), plus any expenses negotiated with the BPPP Standardization Check Pilot. Candidate pays the BPPP Standardization Check Pilot directly.