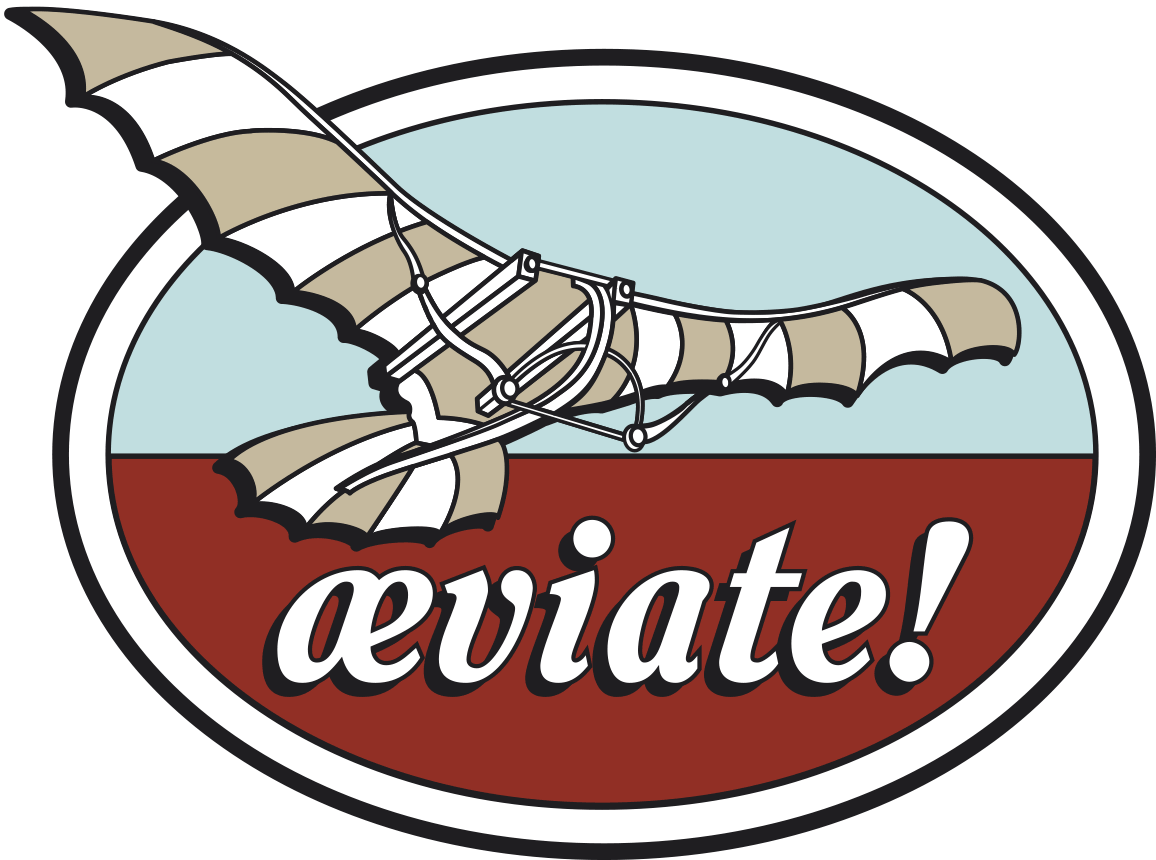
**Prüfungsprotokoll**

einer praktischen Flugprüfung



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| **Angestrebte Lizenz** |  | **Vorhanden** |  | **Bestanden** |  |
| **Ausbildungsstunden** |  | **Davon Solo** |  | **Landungen** |  |
| **Prüfer** |  | **Behörde** |  | | |
| **Termin** |  | | | | |
| **Ort** |  | | | | |
| **Flugzeugtyp** |  | | | | |
| **Wetter** |  | | | | |
| **Geplante Flugroute** |  | | | | |
| **Geflogene Flugroute** |  | | | | |

Beispiel-Protokoll

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Angestrebte Lizenz** | PPL(A) | **Vorhanden** |  | **Bestanden** | Ja |
| **Ausbildungsstunden** | 49 | **Davon Solo** | 17 | **Landungen** | 138 |
| **Prüfer** | Helmut Lichtenberg | **Behörde** | Luftamt Südbayern | | |
| **Termin** | 20.04.2016, 11:00 Uhr(CEST) | | | | |
| **Ort** | EDNX | | | | |
| **Flugzeugtyp** | Piper PA28 | | | | |
| **Wetter** | Sonnig, windarm (NE mit ein paar Knoten), ca. 3/8 Bedeckung bei FL60 | | | | |
| **Geplante Flugroute** | EDNX - VOR MAH - EDMA SIERRA1 - EDMA - EDMA WHISKEY1 - EDNS - ETSL - EDMJ - VOR MAH - EDNX | | | | |
| **Geflogene Flugroute** | EDNX - VOR MAH - EDMA SIERRA1 - EDMA - EDMA SIERRA1 - EDMJ - VOR MAH - EDMD - EDNX | | | | |

Am Prüfungstag bin ich etwa eine halbe Stunde vor Prüfungsbeginn (11:00 Uhr) in EDNX gelandet, habe das Flugzeug auf dem Vorfeld abgestellt, kurz die Flugleitung besucht und ein wenig Mut vom Flugleiter zugesprochen bekommen. Kurz nach elf Uhr tauchte auch Herr Lichtenberg auf dem Flugfeld auf. Im Flugleitergebäude ging es dann erst einmal um die nötigen Papiere. Meine Flugbücher waren ordentlich geführt, aber schon beim Bordbuch der Piper gab es die ersten Mängel. Der Wartungseintrag für den Wechsel der ELT Batterie fehlte und eine Korrektur der Gesamtflugzeit und der Landungen gefiel im auch nicht. Die anderen Unterlagen waren auch nicht einwandfrei (Alter Versicherungsvertrag, Schreiben über eine kurzfristige Lufttüchtigkeit, vermutlich zur Überführung genutzt). Ich muss gestehen, dass ich mir die Bordpapiere im Vorhinein nicht gründlich genug angesehen habe und vielleicht die eine oder andere Situation hätte vermeiden können. Mein Schulungsordner gefiel ihm leider auch nicht besser (Fehlende Einträge, teilweise alte Formulare). Zum Glück konnte ich ihn durch meine Flugvorbereitung ein wenig freundlicher stimmen. Leider war mir auch hier nicht bewusst, dass ich eine IFR Brille gebraucht hätte, da sowohl mein Fluglehrer als auch ich davon ausgegangen sind, dass der Prüfer eine Brille hat.

Mit einer guten Flugvorbereitung und dafür umso schlechter geführten Papieren sowie einer alten ICAO Karte zum Abdecken der Cockpitscheiben ging es dann zum Flugzeug. Die Vorflugkontrolle war routiniert und einwandfrei. Im Flugzeug gab es dann noch eine kurze Belehrung zu K.O. Kriterien, bei denen er sehr empfindlich reagiere. Vergaservorwärmung, Steiggeschwindigkeit beim Start und Luftraumbeobachtung (Ich sollte später noch erfahren warum). Anlassen und Rollen nach Checkliste verlief einwandfrei. Nach einem Bilderbuchstart (einer meiner schönsten Starts bisher) ging es über die Nordplatzrunde von EDNX entlang der Bundesstraße und anschließend Richtung Dachau. Nach dem Verlassen der Platzrunde und RMZ ging es per Funknavigation zum VOR MAH. Erst ein wenig Kurstracking, dann die Interception eines anderen Radial. Alle paar Minuten die Motorüberwachung kontrollieren, regelmäßig den Luftraum und das Instrumenten T checken, die Flugzeit im Auge behalten (Tankwechsel, Restflugzeit gemäß Flugplanung, ETA versus ATA und ab und zu ein wenig Kopfrechnen). Herr Lichtenberg hatte eine Kurzversion des Prüfungsprogramms dabei und arbeitete Schritt für Schritt die Punkte ab. nach dem Überflug vom VOR MAH ging es auf einem NW Radial nach Augsburg. Früh genug die ATIS abhören und den Einleitungsruf absetzen. Der Controller hatte leider nicht seinen besten Tag, mein Einflug und Tiefanflug verliefen aber einwandfrei. Herr Lichtenberg überprüft sehr gerne ob der Flugschüler in ungewohnten Situationen die Ruhe bewahrt und bat mich daher den bereits genervten Controller nach einer alternativen Ausflugroute zu bitten (über SIERRA1 anstatt WHISKEY1). Der Anflug verlief reibungslos und auch die Vergaservorwärmung wurde rechtzeitig vor dem Durchstartmanöver wieder in die KALT Stellung gebracht. Leider bin ich beim Steigflug ein wenig zu schnell geworden (80-85 Knoten, statt 76 Knoten Vy) und habe die Platzrundenhöhe auch ein wenig überschossen (etwa 100 Fuß). Nach einer kleinen Korrektur verlief der restliche Abflug aber einwandfrei. Auf keinen Fall die Motorüberwachung, Luftraumbeobachtung oder die Flugzeit auß dem Auge verlieren. Anschließend ging es direkt nach EDMJ zu einer Ziellandeübung (Landerichtung Ost, über den Wald mit inzwischen leider etwas stärker gewordenem Crosswind von Norden). In 3800 Fuß Leistung zurück, dann querab mit 90 Grad zur Landerichtung bis 3400 Fuß, dann in den rechten Gegenanflug und von jetzt an nach Augenmaß zum Aufsetzpunkt. Mit 66 Knoten und Klappenstellung 40 Grad habe ich dann ziemlich genau die Querstraße vor der Landebahn erreicht. Herr Lichtenberg wollte dann ein recht spontanes Durchstartmanöver sehen. Hierzu würde ich gerne ein wenig genauer berichten, da ich glaube, dass das der kritischste Punkt der Prüfung war. Die Ziellandeübung in Jesenwang mit der PA28 ist meiner Meinung nach kein einfacher Anflug, zumal die Piper als Tiefdecker ziemlich umfangreich vom Bodeneffekt Gebrauch macht. Der Anflug bei meiner Prüfung verlief einwandfrei und ich denke, dass meine Zeit als Segelflieger dazu durchaus beigetragen hat. Die Punkte die Herrn Lichtenberg besonders interessieren sind die genaue Einhaltung des „Kontrollpunkts“ bei 3400 Fuß (Höhe, Kurs, Flugplatz querab) und der Fluggeschwindigkeit (76 Knoten, ausgetrimmt). Das sollte allerdings auch nicht schwer einzuhalten sein, zumal eine „genormte“ Ausgangslage den gesamten Zielanflug deutlich ruhiger und kontrollierter gestalten. Wichtig dabei ist, dass Herr Lichtenberg zu jedem Zeitpunkt von der Ruhe und Situationskontrolle des Schülers überzeugt ist. Der Anflug sollte ohne Geschwindigkeitskorrekturen und mit den richtigen Kursen geflogen werden. Der kritischste Punkt ist allerdings das Umschalten der Vergaservorwärmung auf KALT kurz bevor das Flugzeug aufsetzt.

Nach dem Durchstarten in EDMJ ging es an die Flugübungen (Stall, Langsamflug, Steilkurven …). Eigentlich gibt es dazu nicht viel zu sagen. Wenn man die Parameter einhält passt alles. Da gab es auch keine besonderen Anmerkungen von Herrn Lichtenberg. Die 180 Grad Kurve in IMC haben wir dann mit der ICAO Karte vor dem Fenster simuliert. Ich muss gestehen, dass ich sowas mit Günter vorher nicht gemacht habe, aber ich denke, dass das auch nicht unbedingt notwendig ist. Während der Flugübungen und der IMC Kurve fragt Herr Lichtenberg gerne nach Dingen wie der Position o.Ä.

Anschließend ging es dann via VOR MAH und ein zwei weiteren Interceptions wieder Richtung EDNX. Kurz vor EDNX hat er mir dann in circa 3000 Fuß den Schubhebel auf Idle. Dazu muss man aber sagen, dass das wenn man ein wenig aufpasst auch nicht überraschend kommt, da er während ich gerade aus dem Fenster gesehen habe (Luftraumbeobachtung) die Frequenz von EDMD als STBY Frequenz ausgewählt hat. Die Position in Relation zum PLatz war ein wenig ungewohnt, allerdings konnte ich mit Klappenstellung 40 Grad und Fahrt deutlich über 76 Knoten die Höhe passend abbauen um dann an der Schwelle mit etwa 70 Knoten anzukommen. Leider habe ich bei diesem Anflug die Vergaservorwärmung erst nach der Betätigung des Schubhebels wieder auf KALT gestellt, was auch unzweifelhaft mein Fehler und leider sein kritischster Kritikpunkt war. Nach einer kurzen Belehrung ging es dann in Richtung EDNX. Eine Landung in EDNX mit Touch and Go ohne Klappen (wobei es ihm eindeutig mehr um die Vergaservorwärmung ging als die Landung ohne Klappen) und danach die Abschlusslandung verliefen reibungslos.

Herr Lichtenberg war grundsätzlich ein sehr entspannter und ruhiger Prüfer. Auch wenn er gelegentlich versucht den Schüler aus der Ruhe zu bringen vermittelt er durchgehend Hilfsbereitschaft und beantwortet auch die eine oder andere Frage. Er war stets objektiv.

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