

Hour Building Log

We've put together our Hour Building Log as an aid to the hour building phase of your aviation education. We feel that the hour building phase is as important as any other on path to a career as a commercial pilot. It's the first time you're truly P1 of your own aircraft.

The Hour Building Log aims to recap on many of the phases of your PPL tuition. It's there to remind you to keep practicing many of the basics that you continuously covered during your time with an instructor. It's very easy to get sloppy when flying on your own and thinking about which airfield serves the best bacon sandwich! And while we agree that the quality of a bacon is very important, it also won't hurt to throw in the odd touch and go or PFL.

Try to spread out each of the points covered in this log evenly across the time you take to build your hours. Don't always group the skills together and try to make them challenging for yourself, without compromising on safety!

We've included some points to consider with each of the skills and also included space to make comments and notes each time you perform a skill. We feel it's important to be reflective and reasonably self-critical in order to improve. Print it out and fill in at the end of each flight.

Happy flying!

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1.1 - Practice Forced Landing

Things to consider:

- Aviate, Navigate, Communicate – Make sure you fly the plane first, plan your routing second and communicate with the controller third.
- Be confident with your field selection. Do not change your mind once you're committed.
- Practice your MAYDAY call.

Date	Number Completed	Comments

Notes:

1.2 - Practice Engine Failure

Things to consider:

- Aviate, Navigate, Communicate – Make sure you fly the plane first, plan your routing second and communicate with the controller third.
- Be confident with your field selection. Do not change your mind once you're committed.
- Practice your MAYDAY call.
- Fuel Flow Check

Date	Number Completed	Comments

Notes:

1.3 - Full & Clean Stall

Things to consider:

- Perform a thorough HASELL check (or HELL check if this isn't your first manoeuvre) prior to performing this manoeuvre.
- Aim for altitudes of 3,200ft or more before starting this manoeuvre.

Date	Number Completed	Comments

Notes:

1.4 - Turning Stall

Things to consider:

- Perform a thorough HASELL check (or HELL check if this isn't your first manoeuvre) prior to performing this manoeuvre.
- Aim for altitudes of 3,200ft or more before starting this manoeuvre.

Date	Number Completed	Comments

Notes:

1.5 - Fully Configured Stall

Things to consider:

- Perform a thorough HASELL check (or HELL check if this isn't your first manoeuvre) prior to performing this manoeuvre.
- Aim for altitudes of 3,200ft or more before starting this manoeuvre.

Date	Number Completed	Comments

Notes:

1.6 - Steep (45°) Turn

Things to consider:

- You may consider a full HASELL check overkill for this manoeuvre but you should certainly be making a good lookout and, if like in a Piper PA28, your rearward view is hindered, you choose may make a 90° in one direction. You should also check the Temperatures and Pressures and secure loose articles.

Date	Number Completed	Comments

Notes:

1.7 - Steep (30°) Turn

Things to consider:

- You may consider a full HASELL check overkill for this manoeuvre but you should certainly be making a good lookout and, if like in a Piper PA28, your rearward view is hindered, you may choose make a 90° in one direction. You should also check the Temperatures and Pressures and secure loose articles.

Date	Number Completed	Comments

Notes:

2.1 - Touch & Go

Things to consider:

- A touch and go is the completion of a complete circuit of an aerodrome. A circuit encompasses the majority of stages of flight – take off, turning, straight and level flight, decent and landing. As well as all the required approach checks. You may consider performing a touch and go at the end of some of your trips, or at the airfield you’re visiting.

Date	Number Completed	Comments

Notes:

2.2 - Go-Around

Things to consider:

- Aviate, Navigate, Communicate – Make sure you fly the plane first, plan your routing second and communicate with the controller third.
- Call “Going Around” once you have begun the process.

Date	Number Completed	Comments

Notes:

Blank area for notes.

2.3 - Glide Approach

Things to consider:

- Request a Glide Approach from your ATC or Information Service. Or inform the A/G Service of your intentions.
- Ensure you have the runway made before reducing the power. Do not be afraid (or too proud) to apply power and go around.

Date	Number Completed	Comments

Notes:

2.4 - Flapless Approach

Things to consider:

- Make yourself aware of the different power settings and approach speeds required for a Flapless Approach.

Date	Number Completed	Comments

Notes:

2.5 - Overhead Join

Things to consider:

- Listen out on the frequency and keep a good lookout for other traffic in the circuit or in the immediate vicinity of the airfield.
- Be aware of the airspace you're in or in the immediate vicinity.
- Be aware of your heights during each phase of the join.

Date	Number Completed	Comments

Notes:

3.1 - Class D Airspace Transit

Things to consider:

- Two way communications must be established with an Air Traffic or Radar service.
- A zone transit must be requested prior to entering the airspace. Plan when you want to make first contact with the controller.
- Remember the acronym **A**ircraft **T**ype **P**osition **H**eading **L**evel **I**ntentions **T**ransponder
- Don't forget to ask for a service!
- You must ensure that you are 500ft below cloud, 1000ft above cloud and 2000ft horizontal distance away from cloud whilst in Class D.

Date	Number Completed	Comments

Notes:

3.2 - MATZ Penetration

Things to consider:

- Two way communications must be established with an LARS or Zone.
- A zone transit must be requested prior to entering the MATZ. Plan when you want to make first contact with the controller.
- Remember the acronym **A**ircraft **T**ype **P**osition **H**eading **L**evel **I**ntentions **T**ransponder
- Don't forget to ask for a service!

Date	Number Completed	Comments

Notes:

3.3 - Traffic Service

Things to consider:

- Give consideration to the service you're in two-way communication with. Not all can provide this service, such as London Information.
- Controllers may not be able to provide a traffic service due to work load.

Date	Number Completed	Comments

Notes:

4.1 - Grass Strip Landings

Things to consider:

- Good consideration to the conditions at the destination aerodrome should be made prior to your arrival. Check weather (including the forecast), NOTAMS and ask the advice of someone at the aerodrome when you call to book in.

Date	Number Completed	Comments

Notes:

4.2 - Short Field Performance Take-Off

Things to consider:

- Practice these even on runways that do not require this technique.
- Check the temperatures and pressures prior to applying full power.

Date	Number Completed	Comments

Notes:

5.1 - Plan & Time a Route

Things to consider:

- Did you fly the route accurately?
- Did you hit each waypoints on time?

Date	Number Completed	Comments

Notes:

5.2 - VOR Fix

Things to consider:

- Identify the station by listening to the morse code identifier.
- Pre-plan which frequencies you're going to use, but do not plan when you are going to do the fix.

Date	Number Completed	Comments

Notes:

5.3 - Use of DME

Things to consider:

- Pre-plan the frequencies you will use - arrival and departure aerodromes and one or two diversionary aerodromes.

Date	Number Completed	Comments

Notes:

5.4 - Obtaining a Training Fix from 121.5

Things to consider:

- Have you chart to hand so that you may confirm that the position you are given is accurate.
- Tune into the frequency and allow a few minutes to pass before transmitting. You don't want to step anyone else.

Date	Number Completed	Comments

Notes:

