

Multi-Engine Add-On Rating Workbook

Checkride preparation and review prompts

Two complete, noncontiguous manuscript pages show a preparation checklist, oral-study guidance and five review prompts (questions 3-7) from a longer exercise. These selected pages do not include model answers or the intervening pages.

Source and page map

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Study context

The source preparation checklist is not exhaustive. Current FAA prerequisites control. The FAA applicant checklist includes a current medical certificate or BasicMed qualification when applicable. Confirm the requirements for your test with your instructor and evaluator. Treat the review questions as ground-study prompts, not in-flight procedures.

Use these pages with your instructor, the current applicable FAA standards and references, and the actual aircraft POH/AFM. A workbook is a study supplement, not a substitute for instruction or approved operating procedures. No FAA endorsement or checkride result is promised.

Current references

[FAA ACS Companion Guide Section 7 applicant checklist](#)

[FAA Airman Certification Standards](#)

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Chapter 12: Checkride Day

You made it. Now do not blow it on a paperwork problem or a self-inflicted verbal disaster. This chapter covers what to bring, how to survive the oral, how to fly the practical, and what to do when things go sideways. They will go sideways. That is fine.

What to Bring

Show up with everything. Missing one document ends the checkride before it starts.

- Pilot certificate (current)
- Current medical certificate (appropriate class)
- Government-issued photo ID
- Logbook with all required flight time and the multi-engine training logged
- Instructor endorsements: both the training endorsement and the solo endorsement if applicable
- Completed FAA Form 8710-1 or IACRA application (reviewed and signed by your CFI)
- Aircraft logbooks: airframe, engine(s), prop(s)
- Current weight and balance
- Current equipment list
- POH for the specific aircraft you are flying
- Maintenance records showing the aircraft is airworthy

Put this list on a sticky note. Check it the night before. Check it again in the morning. A forgotten logbook is a wasted day and a wasted examiner fee. That is the standard.

The Oral Exam: How DPEs Think

The DPE is not your enemy. They are not hunting for a reason to fail you. They are calibrating one thing: are you safe to fly a multi-engine airplane without supervision?

They ask questions to find where your knowledge ends. That is their job. When they find the edge, they stop. Your job is to make that edge as far out as possible.

Answer what is asked. Nothing more. If the question is “What is V_{mc} ?” answer that. Do not volunteer the nine factors, the critical engine, and your thoughts on propeller aerodynamics unless asked. Every extra sentence is an invitation for a follow-up question you may not be able to answer.

Be direct. Be confident. Be brief.

3. During the practical, you identify and feather the wrong engine. What do you say to the DPE?
 4. V_{mc} increases with altitude. True or false? Explain.
 5. You pass your checkride. Can you now legally fly a multi-engine airplane IFR? Under what conditions?
 6. The DPE asks whether the Seminole has a critical engine. What is the correct answer and why?
 7. In OEI flight, is the ball centered the correct condition for best climb performance? Explain zero sideslip.
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