

MAJOR READY • PREP PACK V2 • FILE 08

WORKED EXAMPLE: THE AUDIT, END TO END

Logbook audits, application preparation, and hiring-window readiness for regional first officers applying to the major airlines.

Version 2.0 — October 2026

Facts verified October 15, 2026

Career-preparation education. Not affiliated with, endorsed by, or connected to any airline. Not interview coaching.

Major Ready Prep Pack v2.0 — October 2026 · Complete tier One fictional pilot. Fourteen real error patterns — every one of them drawn from the documented findings in Files 01-07, every one found by a specific file in this pack, using the pack's own tools. Work this example before your own audit and you will recognize your errors when you meet them. His numbers reconcile to the tenth of an hour; the answer key in §9 maps each error to the rule it breaks.

"FO Example" is fictional. Any resemblance to your logbook is the point.

1. The pilot

FO Example , 28, Endeavor Air FO, CRJ-700/900, hired March 2024	B.S. (non-aviation) 2019 · ATP, First Class Medical, FCC permit — all in hand
Background	All-civilian. Trained 2019–2021 (PPL → IR → CPL/CFI at a Part 141 school), instructed 2021–2023, Part 135 SIC (PA-31) 2023–2024, Endeavor since 2024. Helicopter add-on for fun, 2022
Audited flight time (the truth, post-audit)	2,623.0 total — 2,545.0 fixed-wing + 78.0 rotary · turbine 812.6 (all SIC, all CRJ) · turbine PIC 0.0 · ME 1,013.8 · night 371.2 · last 12 months 612.8
Record	One busted stage check during commercial training (March 2021) — no checkride failures, no enforcement, clean driving record
His self-image, pre-audit	"2,900-plus hours, applications in everywhere, waiting on my Delta interview and my UPS app."

Almost every clause of that self-image is wrong. Watch the files find it.

2. His starting position (October 10, 2026)

- A spreadsheet, built in early 2025 and never reconciled, claims **2,948.3 total time** — the number on the major-airline application he submitted in September 2026
- A pilots.aa.com profile last updated **May 17, 2026**
- A Southwest Flight Hours grid updated in September 2026 — which he believes constitutes his Southwest application
- A UPS application **in draft**, PIC section filled in hopefully
- A Delta application **started** in September 2026 — transcripts never ordered
- A plan to interview at Delta off-the-street in spring 2027 "for the practice," while holding a live CAP guarantee he has never read the terms of

3. File 01 finds: the book itself (Errors 2, 5, 6, 7)

Error 5 — the unsigned page. Page 87 of his third logbook (October 2024) carries no signature. One page, found by the page-by-page pass, fixed with a signature and today's date. American's review team names missing page signatures as a negative trend; his book had exactly one, which is exactly how many it takes.

Error 6 — two missing N-numbers. A 2020 maintenance repositioning flight and a 2022 instructional flight are logged with blank registration fields. Both recoverable from school/airport records and annotated — found by File 01's line-item pass, because missing N-numbers and missing routes are named findings, not trivia.

Error 7 — the baseline week. August 8–12, 2022: **11.6 hours of CFI flying compressed into one line.** The detail survives in his school scheduling records, so the week is broken out and annotated with its source. Had the detail not survived, File 01's rule applies: leave it, annotate it honestly, support it with the FAA airman file — which he orders today (Form AC 8060-68, ≥ 8 weeks) and should have ordered a year ago.

Error 2 — simulator time inside Total Time. His digital logbook's summary page folded **22.0 hours of full-flight-simulator time** (type training and checking events) into "total time," and his spreadsheet inherited the error. Simulator time is excluded from Total Time at American and Southwest expressly. The 22.0 moves to the excluded bucket (File 02, line L23) — where it stays visible, countable as training, and never again inside a total.

Freeze date set: October 15, 2026. From here on, his applications state hours as of the freeze and update only from the ledger.

4. File 02 finds: the counting engine (Errors 1, 3, 4, 9, 12)

The ledger is built from the audited book (it is reproduced in full in File 02 — Tables L1/L2). Then the views run, and his application numbers start failing:

Error 1 — sole-manipulator PIC. His spreadsheet's "turbine PIC" column held **96.0 hours**: CRJ legs where he was the flying pilot and logged PIC as sole manipulator. The captains signed for the aircraft. Under the commander-of-record definition published by Southwest, American, and FedEx alike, those hours are SIC. **Corrected turbine PIC: 0.0.** This was his most dangerous number — an inflated PIC claim is the fastest credibility death in this market, and his was sitting on a submitted application.

Error 9 — rotary not broken out. His application claimed **2,623.0 fixed-wing**. The truth: 2,545.0 fixed-wing + 78.0 rotary (R22/R44 add-on). American includes rotary in Total Time but requires the breakout so the fixed-wing total is visible; FedEx's 1,500 minimum is fixed-wing only. His grid overstated the number two carriers gate on.

Error 3 — the American under-count. Building his American grid, he entered dual received **nowhere** — so the grid showed **2,386.2** total against 2,623.0 everywhere else: a 236.8-hour self-inflicted understatement, and a cross-application mismatch to boot. American counts dual received toward Total Time when entered in the SIC field. Corrected American view: **2,623.0** (PIC 1,415.6 + SIC 892.6 + dual received 236.8 in SIC + rotary 78.0 broken out).

Error 4 — the 12.4% variance. The variance panel runs red on sight: application claim **2,948.3** vs. ledger **2,623.0 = +325.3 hours, +12.4%** — beyond American's >10% flag line, and in the worst direction (application higher than the book; arriving with less time than the application states is the review team's immediate-red-flag pattern). The decomposition, from his own spreadsheet: **+22.0** simulator time inside the total (Error 2) · **+134.5** CRJ SIC pasted twice when he appended two months of flying · **+168.8** dual-given double-counted — his spreadsheet summed an "instructor" column on top of a PIC column that already contained it. Three ordinary spreadsheet sins; one career-grade variance.

Error 12 — the UPS draft. The Cargo view is merciless arithmetic: UPS PIC bucket (commander-of-record PIC in jet/ME turboprop, per 14 CFR 1.1) = **0.0** against a secondary-reported **1,000-hour minimum** — readout: **NOT YET, short 1,000.0**. FedEx: **NOT YET, short 500.0**. The draft is deleted. Not "submitted anyway" — deleted, with the sequencing plan from File 07 in its place (see §8).

5. File 03 finds: stale and wrong-door applications (Error 10)

Error 10 — the five-month freeze. His pilots.aa.com profile was last updated **May 17, 2026 — 151 days before the audit**, with **96.4 hours** flown since reflected in no application anywhere. American's own event form asks applicants whether their application was updated within the last 90 days; his honest answer was no, and it was measurable. The profile is updated from the corrected ledger, the update date is logged in the vault, and the 90-day tickler is set. His FedEx profile — pool-based, monthly-update guidance — gets the same treatment the same afternoon.

6. File 04 finds: the undisclosed stage check (Error 8)

Error 8 — "no failures." His submitted application answered the training-events question as if his record were clean. It isn't: the **March 2021 commercial stage check unsat** is in his training record. His reasoning — "it wasn't a checkride" — is precisely the reasoning American's review team warns against: their named disclosure list **includes stage checks**, United weighs training failures at screening, and his own CAP progression weighs training records. The failure itself is unremarkable — a stage-check unsat five years and 2,000 hours ago, followed by a clean record, is a normal pilot history. The omission was the finding. The application answer is corrected to match the record, word-for-word, everywhere (the consistency drill: application = PRD = logbook = what he'd say out loud). His airman file request (already filed for Error 7) will confirm the record's version when it arrives.

Note what did not happen: nobody coached him on how to "frame" it. The workbook's job was to make the answer complete, accurate, and identical everywhere. That is the whole job.

7. Files 05 + 06 find: the window that wasn't, and the missing transcripts (Errors 11, 13)

Error 11 — the Southwest non-application. In September 2026 he updated his Flight Hours grid and told his crew-room he had "applied to Southwest." He had not: Southwest requires a **formal application to the open posting** in addition to the grid — and the FO application was, in fact, **closed**. No harm done this cycle except the false confidence: had a short window opened, he would have believed a step was already complete and burned the first day of it discovering otherwise. His runbook card now reads, in order: grid → posting application → documents (three recommendation letters already in hand per Southwest's advance guidance).

Error 13 — Delta without transcripts. He started a Delta application in September 2026 without ever ordering college transcripts. Delta's FAQ lists transcripts among required interview documents and warns missing documents can force a **reschedule**. Transcripts are ordered during the audit (registrar lead time: weeks) and filed in the ready-folder. His Yellow Fever documentation path — required before Delta indoctrination — is likewise settled now instead of at offer time.

8. File 07 finds: the climax — the interview that would have cost him the guarantee (Error 14)

Error 14 — "practice" at Delta. His plan: interview at Delta off-the-street in spring 2027, before upgrading, "for the practice and the option." He had never read CAP's terms. Endeavor's official CAP page states them: **an Endeavor pilot who interviews at Delta off-the-street and is unsuccessful is no longer eligible for CAP**. His "practice interview" was a bet whose stake was a guaranteed, contractual Delta seat requiring **no interview at all** — 24 months of clean captain service away.

The corrected decision sequence, from File 07: 1. **Protect CAP**. No Delta OTS interview while CAP is the plan. His record stays clean; attendance/reliability — CAP criteria — get the same care as checkrides. 2. **Upgrade, then 24 captain months**. That block simultaneously completes CAP's clock, builds real TPIC (his 0.0 becomes four figures), crosses FedEx's 500-PIC gate inside the block, and approaches UPS's 1,000. 3. **Cargo re-opens — later, eligible**. The deleted UPS draft becomes two live applications when the PIC buckets say so, not before. 4. **United stays a deliberate decision**. United's two-attempt lifetime budget (Aviate + traditional combined) means his United application — already submitted, now corrected — was spent with accurate numbers, not spreadsheet fiction. Whatever happens, it was spent honestly. 5. **The AA queue option stays open** via a fresh, corrected pilots.aa.com profile — freshness maintained on the 90-day clock.

9. Answer key — the fourteen errors

#	Error	Found by	Rule / source	Fix
1	96.0 hrs sole-manipulator time claimed as turbine PIC	File 02 §2/ §3D	PIC = commander of record (SWA official; AA review team; FedEx FAQ)	Reclassified to SIC; turbine PIC = 0.0
2	22.0 hrs simulator time inside Total Time	File 01 §2	Sim excluded from TT (AA, SWA published)	Moved to excluded bucket L23
3	Dual received omitted → AA grid showed 2,386.2	File 02 §3B	Dual received counts in TT via SIC field (AA guidance)	AA view corrected to 2,623.0
4	Application 2,948.3 vs book 2,623.0 = +12.4%	File 01 §4 / File 02 §4	AA flags >10% variance; over-claim = immediate red flag	Ledger rebuilt; decomposition documented; freeze protocol adopted
5	One unsigned logbook page	File 01 §2	Every page signed (AA named trend)	Signed/dated
6	Two missing N-numbers	File 01 §2	Named negative trend (AA)	Recovered from records, annotated
7	11.6-hr baseline (lumped) week	File 01 §2	Baseline entries flagged (AA)	Broken out from school records; airman file ordered
8	Stage-check unsat undisclosed	File 04 §2/ §3	AA: disclose stage checks; United scores failures at screening	Corrected identically on all applications
9	Rotary folded into "fixed-wing" total	File 02 §3B/§3E	AA breakout rule; FedEx FW-only minimum	FW 2,545.0 / rotary 78.0 broken out
10	AA profile stale 151 days; 96.4 hrs unreflected	File 03 §4	AA tracks 90-day freshness (AA event form)	Updated from ledger; tickler set
11	SWA grid updated; no posting application	File 05 §2	Grid ≠ application (SWA official)	Runbook corrected; letters staged
12	UPS application drafted at 0.0 PIC	File 02 §3F	1,000-hr 1.1 PIC gate (secondary-reported)	Draft deleted; post-upgrade sequencing (File 07 §4)
13	Delta application started, transcripts never ordered	File 06 §2	Transcripts required; missing docs → reschedule (Delta FAQ, official)	Ordered; filed in ready-folder
14	Delta OTS interview planned while CAP-eligible	File 07 §2	Failed OTS interview forfeits CAP (Endeavor CAP page, official)	OTS deferred; CAP sequence adopted

10. His audited position, October 15, 2026

Total time **2,623.0**, every view reconciled to the tenth. Eligible on published minimums at United, Delta, and (per its documented counting rules, minimums per the live posting) American; correctly positioned at Southwest for the next window — grid current, letters in hand, runbook rehearsed. Ineligible at FedEx and UPS today, with the exact hour-gaps known and a sequence that closes them. One guaranteed Delta path protected instead of gambled. Fourteen errors — none of them exotic, all of them present in real logbooks in this industry every week — found at his kitchen table in one weekend, at the cost of this pack, instead of at a review table at the cost of a career.

That is the product working as designed. Now run yours.

Facts verified October 15, 2026. FO Example is fictional; the rules applied to him are the published rules cited in Files 01–07. Major Ready is not affiliated with any airline.