

LIGHT AIRCRAFT ASSOCIATION

PILOT COACHING SCHEME

BRIEFING NOTES FOR COACHING APPLICANTS

ON

REFRESHER FLYING

Introduction

1. Refresher flying on homebuilt, or other aircraft can be undertaken by LAA coaches under the LAA Pilot Coaching Scheme. The Refresher Flying syllabus covered below has been designed for pilots who have been unable to fly for several weeks or months, for example throughout the winter, and wish to revise their flying skills and be brought up to date with regulations and procedures. You are reminded that recent flying practice, whatever the class or type of aircraft you fly, is fundamental to flying safely. You are therefore strongly advised to undertake some refresher flying if you have not been able to fly for a lengthy period.

Refresher Flying Syllabus

2. The syllabus has been designed round a single day's flying and ground tutorial. Two flying sorties of around 45 minutes each should be sufficient to cover your flying skills that may have become a bit rusty, provided you are not too much out of currency and know your aircraft reasonably well. The remainder of the day would be taken with discussion, briefing and debriefing. However, flying will have priority and your coach will be prepared to fly as much as possible with you if necessary and the time is available. The syllabus will include the following.

Flying Skills

3. It is not envisaged that much flying time will be used in revising each of the flying skills listed below but the coach will make a spot analysis of your techniques and skills, and when he finds a weakness he will concentrate on putting it right. The skills usually needing most time to be refreshed after a prolonged lay off are marked with an asterisk and will be tackled first.

Achievement of a satisfactory standard in the asterisked skills should be the minimum for you to be considered as refreshed - you can brush up your other skills later when flying solo!

- 3.1. Normal take off, and landing from a powered approach.*
- 3.2. Glide approach and landing.*
- 3.3. Practice forced landing after engine failure in the cruise.*
- 3.4. Recovery from an incipient stall in straight and turning light, with and without power, and with flaps up and down if applicable.*
- 3.5. Side slipping approaches.*
- 3.6. Recovery from a wing drop with minimum height loss after a stall in straight flight.
- 3.7. Short and soft field take offs.
- 3.8. Engine failure shortly after take off.
- 3.9. Short landing.
- 3.10. Cross wind landing.

Regulations and Flight Procedures

- 3.2. Your coach will discuss with you regulations and flight procedures which you may have forgotten and will also deal with any recent changes you may have missed, or that are in the offing. The following subjects will be reviewed with you by your coach, together with any other regulatory or procedural points that you may wish to mention to him.
 - 3.2.1. VFR weather minima.
 - 3.2.2. Distress and Urgency Procedures.
 - 3.2.3. Danger, Prohibited, and Restricted Areas.
 - 3.2.4. Temporary and General Navigation Warnings.
 - 3.2.5. Classes of Airspace, and the conditions for use under VFR, where permitted.
 - 3.2.6. The UK 1:500,000 Topographical Map.
 - 3.2.7. AirMet.
 - 3.2.8. R/T Procedure.
 - 3.2.9. FIS, RIS .and RAS.

Location

4. Refresher flying may be carried out at private strips if, in the opinion of your coach, the strip is entirely suitable for the purpose.

Equipment and Documentation

5. You are required to make available with your aircraft the following equipment and documentation:

Aircraft picketing gear.

Proof of third party insurance cover to the minimum required by the LAA.

Flight Crew licence.

Pilot's Log Book.

Valid Permit to Fly.

Proof of Aircraft Ownership.

Fees Charges and Expenses Incurred During Refresher Flying

6. You should be prepared to meet all costs supporting the operation of your aircraft during your refresher training. These costs are expected to include fuel, oil, spares consumed, airfield and hangar charges, and any servicing or rectification required

