

Strip Flying Diploma and Strip Flying Conversion

CSD 1.12

Introduction

Coaching for the LAA Strip Flying Diploma (SFD) concentrates on the achievement of the very high standards of flying and hazard awareness necessary for the safe operation of light aircraft from strips and unlicensed aerodromes. The flying skills to be coached and practised are the same as those required for a LAA General Flying Diploma (GFD). However, some of these skills must be more accurately and consistently achieved by owners operating from strips, particularly those strips presenting unusual dimensional and topographical limitations. It follows that your coaching for the SFD must take place at a suitably demanding strip, more usually after some initial work has been completed at a licensed or unlicensed aerodrome. The amount of work involved may therefore preclude coaching being completed for both a GFD and SFD during the same two-day Tutorial Meeting. Equally, it may not be possible to combine coaching for an SFD and a Special Type Flying Diploma (STFD). Strip Flying Conversion follows, so far as possible, the SFD syllabus.

Those flying skills which are directly applicable to strip operations are marked with an * in paragraph 3 below. Only if it proves possible to coach satisfactorily all the flying skills and airmanship subjects covered in this outline syllabus may the award of both an SFD and GFD (or STFD) be recommended after one two-day Tutorial Meeting. Bronze, Silver and Gold Diploma Endorsements do not apply to the SFD.

Flying Skills

The following flying skills will be coached and practised during Tutorial Meetings in so far as aircraft type limitations, weather, aerodrome, and strip conditions allow:

- Ground manoeuvring in confined spaces. *
- Short/soft field and cross wind take-offs. *
- Achievement of maximum angle/rate of climb. *
- Stalling. *
- Options following engine failure during and after take off. *
- 3.6. Precautionary landings. *.
- 3.7. Consistency of landing approach path. *
- 3.8. Threshold speed control in turbulence and cross winds. *
- 3.9. Forced landing after partial/complete engine failure. *
- 3.10. Take-off and landing limitations. *
- Bad weather circuits and landings.
- Emergency use of radio.

- Use of RAS, RIS and FIS
- Lookout.
- VFR navigation.
- Use of GPS.
- The importance of a disciplined approach to flying. *

Airmanship

The following subjects are far from exhaustive but are accepted as those which are fundamental to good airmanship, and hence to safe flying operations. These subjects apply particularly to operating light aircraft from strips.

- Hand swinging propellers.
- Starting and taxiing hazards.
- Rules of the Air on the Ground.
- Aircraft security considerations.
- Aircraft picketing.
- Care of passengers and onlookers.
- Met Fax and other sources of weather information.
- Flight planning.
- The go/no go decision.
- Airspace classifications and their significance.
- AIS documentation.
- Rule 5 of 'Rules of the Air' and its implications at strips and unlicensed aerodromes along with Rule 4 and Article 74 (ANO 1995).

CAA General Aviation Safety Sense Leaflets (GASSLs)

A comprehensive range of GASSLs is published by the CAA and can be obtained free of charge from the CAA or the LAA. All these GASSLs contain valuable advice and information and you are strongly recommended to obtain and study a complete and up to date set. GASSLs are revised quite frequently. However, please try to find time to study the following GASSLs before taking part in the LAA Coaching Scheme:

Good Airmanship Guide

Aeroplane Performance

Aerodrome Sense

Strip Sense

Air Traffic Services in the Open FIR

Weight and Balance

Strips and Unlicensed Aerodromes

The factors to be considered when assessing a strip for aircraft operations will be discussed with you by your coach during the SFD Tutorial Meeting. Major factors in this category are:

- Grass length and whether wet, dry, or newly cut.
- Obstructions.
- Escape routes.
- Drainage.
- Surface assessment.
- Prevailing wind, turbulence, curl over, and gradient effects.
- Choice of take-off path.
- Conflict with local aerodrome activities.
- CAP 428 (Safety Standards at Unlicensed Aerodromes).
- Booking in and out.
- Liaison with local Emergency Services.
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Equipment and Documentation

You are required to bring with you, or make available, the following equipment and documents:

Aircraft picketing gear.

Proof of third party insurance cover to the minimum LAA recommended figure.

Flight Crew Licence

Pilot's Log Book.

Valid LAA Permit to Fly.

Appropriate Flight Manual/Pilot's Notes/ Check Lists.

Proof of aircraft ownership

Fees, Charges, and Expenses Incurred During the Tutorial Meeting

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