



CSD 1.13

Strip Flying Training

Introduction

LAA Coaches can provide training to pilots in the 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 normal aircraft operations, but 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 require several days to complete.

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 training be regarded as complete.

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. *
- Precautionary landings. *.
- Consistency of landing approach path. *
- Threshold speed control in turbulence and cross winds. *
- Forced landing after partial/complete engine failure. *
- 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.
- Sources of weather information.
- Flight planning.
- The go/no go decision.
- Airspace classifications and their significance.
- Aeronautical Information documentation.
- The low flying regulations contained in the Rules of the Air and their implications at strips and unlicensed aerodromes.

CAA General Aviation SafetySense 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 no longer revised but still contain much valuable information, so try to find time to study the following GASSLs before taking part in the Coaching Scheme:

SSL 1 Good Airmanship Guide

SSL 7 Aeroplane Performance

SSL 6 Aerodrome Sense

SSL 12 Strip Sense

SSL 9 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.

Equipment and Documentation

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

Aircraft picketing gear.

Proof of hull and third party insurance cover to the minimum legally required figure.

Flight Crew Licence.

Pilot's Log Book.

Valid Permit to Fly or Certificate of Airworthiness.

Valid Certificate of Validity or Airworthiness Review Certificate.

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

Proof of aircraft ownership

Fees, Charges, and Expenses Incurred During the Tutorial Meeting

In addition to the Coach's expenses, 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.