



## **CSD 1.14 AIRCRAFT OWNERS NOTES**

### **Introduction**

The LAA Pilot Coaching Scheme aims to encourage among LAA members the highest standards of safety in light fixed-wing aircraft operations both in the air and on the ground. This aim is pursued through Tutorial Meetings under the guidance of CAA/LAA approved coaches who will carry out with you prescribed air exercises, deal with ground subjects and discuss and advise on a range of aspects related to becoming a safer and better pilot. The Scheme also offers Strip Conversion Training, Refresher Flying and Ground Subjects Refresher Training.

Details of the syllabi which your Coaches will guide you through are contained in the LAA PCS Coaching Manual. The following summaries of the air and ground subjects which you can expect to be covered by your Coach (as appropriate to the aircraft you own) may be helpful.

### **General Flying Skills Tutorial**

- a. Ground manoeuvring in confined spaces.
- b. Short/soft field and crosswind take-offs.
- c. Achievement of maximum angle/rate of climb.
- d. Stall recognition, recovery, and avoidance.
- e. Options following full or partial engine failure during & after take-off.
- f. Precautionary landings.
- g. Consistency of landing approach path.
- h. Airspeed control during normal & sideslip approaches.
- i. Threshold speed control in turbulence and crosswinds.
- j. Forced landing after partial/complete engine failure.
- k. Bad weather circuits and landings.
- l. Take-off and landing weather and performance limitations.
- m. Emergency use of radio.
- n. Use of Air Traffic Services Outside Controlled Airspace.
- o. Lookout.
- p. VFR navigation.
- q. The importance of a disciplined approach to flying.

## **Operations from Private Strips Tutorial**

- a. Grass length and slope.
- b. Obstructions.
- c. Escape routes.
- d. Drainage.
- e. Surface assessment.
- f. Windspeed.
- g. Choice of take-off path.
- h. Conflict with local aerodrome activities.
- i. CAP 428 (Safety Standards at Unlicensed Aerodromes).
- j. General Aviation Safety Sense No 12. STRIP SENSE.
- k. Booking in and out.

## **Type Conversion Tutorial**

Certain coaches will be qualified to offer type conversion training based on a usual minimum of 5 hours flying, which will include supervised solo flights. The following general syllabus will be adapted to the aircraft type concerned.

- a. Stall recognition, recovery and avoidance
- b. Take-offs, circuits and landings including glide, precautionary and flapless where appropriate
- c. Short landings
- d. Short take-off and climbing at the maximum climb angle
- e. Practice forced landings without power off the airfield
- f. Emergencies

## **Operating Aircraft with Unusual Handling Qualities Tutorial**

- a. Identification of potentially hazardous qualities.
- b. Action required to overcome these.
- c. Setting realistic personal limitations.

## **Additional Subjects covered during all Tutorials**

### **Airmanship on the Ground**

- a. Hand swinging propellers.
- b. Starting and taxiing hazards.
- c. Rules of the Air on the Ground.
- d. Aircraft security considerations.
- e. Aircraft picketing.
- f. Care of passengers and onlookers.

## **Flight Preparation**

- a. Met forecast availability and understanding.
- b. Flight Planning, including use of computerised systems.
- c. The go/no go decision

## **Regulations**

- a. Airspace classifications and their significance.
- b. Visual Flight rules and weather minima.
- c. AIS Documentation.
- d. Low flying "Rules of the Air" and implications.

## **Owners' Responsibilities**

### **Aircraft**

- a. Ensure your aircraft is equipped with a serviceable VHF communications radio and intercom.
- b. Provide two compatible headsets
- c. Have with you:
  - i. Aircraft picketing gear
  - ii. Proof of Hull Insurance as well as the mandatory Third Party requirements.
  - iii. Flight Crew Licence
  - iv. Pilot's logbook
  - v. Valid Permit to Fly
  - vi. Flight Manual/Pilot's Operating Handbbbook/Check Lists

### **Support Costs**

In addition to the Coach's fees, which must be agreed before training begins, you will be responsible for the purchase of fuel, oil, and spares consumed during, and in support of, the coaching tutorial. You must also arrange for the settlement of any airfield or Air Traffic Service charges.