RV SERIES ~INITIAL TRANSITION~ FLIGHT TRAINING PROGRAM

***LESSON ONE (2.5 HOURS FLIGHT W/ .5 HOURS GROUND)

1) LOGBOOKS AND PAPERWORK

-PILOT EXPERIENCE REVIEWED
-PILOT CURRENT FOR PIC
-PILOT MEDICAL & CERTIFICATE CHECKED

2) INTRODUCTION RV SERIES (MATERIALS FOUND IN POH.)

-V-SPEEDS CHART
-LANDING DIAGRAM
-WEIGHT AND BALANCE
-DISCUSSION AND QUESTIONS

3) REVIEW DAY'S SCHEDULE

4) WALK TO RAMP

-PRE-FLIGHT RV SERIES (HOW TO)

5) TAXI REVIEW

-POSITION OF CONTROLS
-ALL WIND SITUATIONS

6) USE OF CHECKLISTS IN FLYING

-REVIEW CFI EXPECTATIONS OF CHECKLIST USAGE

7) RADIO CALLS REVIEWED

-TOWERED AND NON-TOWERED
-CLASS E, D, C, B, AIRSPACE

8) ENGINE STARTING PROCEDURES -- RV SERIES

-REVIEW FUEL INJECTION
  a) COLD START
  b) HOT START
-REVIEW PANEL FUNCTIONS

9) NORMAL OR CROSS-WIND TAKE-OFF

- -CHECKLIST
- -CLEARS AREA
- -RADIO CALLS CORRECT
- -POSITIONS CONTROLS FOR WIND
- -Vr @ 60kts, Vx @ 75kts, Vy @ 90kts
- -MAINTAINS CENTERLINE FOLLOWING LIFT-OFF
- -TRAFFIC AVOIDANCE PROCEDURES FOLLOWED -- HEAD OUTSIDE !
- -LEVELS OFF @ SPECIFIED ALT -- POWER, TRIM, MIXTURE, PROPELLER
- -COMPLETES CHECKLIST

10) PLAY WITH GENTLE BANKS, AND RUDDER CO-ORDINATION ON THE WAY TO PRACTICE AREA -- FEEL THE AIRCRAFT !

11) DISCUSS DIFFERENCE WITH Vx - Vy - AND "COOLING CRUISE CLIMB" SPEEDS ON THE WAY TO PRACTICE AREA

- -WHAT ARE THE USES OF EACH SPEED?
- -IN WHAT CIRCUMSTANCES ARE EACH USED?

12) TURNS AROUND A POINT

- -MAINTAIN 1000 AGL -- +/- 100'
- -MAINTAIN SPEED @ 110 -- +/- 10kts
- -MAINTAIN EQUI-DISTANCE FROM POINT
- -ADEQUATE WIND CORRECTIONS, SHALLOW UPWIND, STEEP DOWNWIND
- -ATTENTION DIVIDED BETWEEN INSIDE AND OUTSIDE OF COCKPIT
- -TURNS IN BOTH DIRECTIONS

13) CLEARING TURNS

- -STARTING AT 360 DEGREES
- -LEFT TO 270
- -RIGHT TO 180
- -RADIO CALL - POSITION, ALT, MANUVERING

14) STEEP TURNS -- 360 LEFT FOLLOWED BY IMMEDIATE 360 RIGHT

- -SMOOTH TRANSITION BETWEEN LEFT AND RIGHT
- -MAINTAINS ALT +/- 100'
- -MAINTAINS SPEED @ 110 +/- 10kts
- -MAINTAINS BANK ANGLE +0 DEGREES, -10 DEGREES
- -ROLLS OUT ON ASSIGNED HEADING
- -NO BALLOONING

(TWO SETS @ 45 DEGREES, AND TWO SETS @ 60 DEGREES)

15) SLOW FLIGHT -- (TWO SETS OF EACH PROCEDURE BELOW)

-NO LOWER THAN 1500 AGL
-CLEARING TURNS
-55 kts / FULL FLAPS, INCREMENTALLY DEPLOYED
-ON HEADING
-NO BANK ANGLE
-NO ALTITUDE LOSS
-CLEAN IT UP

-NO LOWER THAN 1500 AGL
-CLEARING TURNS
-55 kts / FULL FLAPS, INCREMENTALLY DEPLOYED
-20 DEGREE BANK ANGLE
-360 DEGREE TURN, FOLLOWED BY A 90 DEGREE LEFT, & 90 DEGREE RIGHT
-NO ALTITUDE LOSS
-SPEED + 10 kts - 0 kts
-ROLLS OUT ON ASSIGNED HEADING
-RUDDER CO-0RDINATED
-CLEAN IT UP

16) POWER-OFF STALLS SERIES (TWO SETS)

-COMPLETED NO LOWER THAN 1500 AGL
-CLEARING TURNS
-SET UP INTO SLOW-FLIGHT
-POWER TO IDLE
-RUDDER CO-ORDINATED
-RAISE NOSE TO STALL ATTITUDE
-STALL TO FULL BREAK
-FULL POWER, RETRACT FLAPS INCREMENTALLY
-ALTITUDE LOSS OF LESS THAN 150'
-MAINTAINS HEADING +/- 10 DEGREES

17) POWER-OFF STALL W/ BANK ANGLE (TWO SETS)

-COMPLETED NO LOWER THAN 1500 AGL
-CLEARING TURNS
-ESTABLISH SLOW-FLIGHT WITH FULL FLAPS
-20 DEGREE BANK ANGLE
-POWER TO IDLE
-RUDDER CO-ORDINATED
-RAISE NOSE TO STALL ATTITUDE
-STALL TO FULL BREAK
-FULL POWER, RETRACT FLAPS INCREMENTALLY
-MINIMAL ALT LOSS
-MAINTAINS BANK +/- 10 DEGREES BEFORE THE STALL OCCURS