

CANANDAIGUA CHIEFS

FLIGHT TRAINING PROGRAM (FTP) FOR PILOT STATUS

To be used in conjunction with FLIGHT LOG BOOK

The objective of this program is to teach the student in a uniform method to **PILOT** status by following the lesson guidelines. All instructional flights should be logged in progressive order, signed, and dated by instructor at end of student's lesson. Minimum requirements for PILOT status are satisfactory completion of flight training program and passing of flight test.

Lesson 1 Ground Instructions

- A. Field Safety Rules (See Constitution and Bylaws)
- B. Use of air space.
- C. Aircraft and radio
 - a. Inspect aircraft's airframe for trueness and soundness
 - b. Inspect all controls movements for proper direction.
 - c. Range check radio
 - d. Safety procedures for starting engine with relation to operator, spectators, and other fliers.

Stress importance of safety, battery cycling and preventive maintenance of aircraft and engine.

Lesson 2 Student's First Flight

- A. High altitude straight and level passes (parallel and to the south of the runway centerline), with the instructor taking over the controls to bank the aircraft around for the next pass. Work student in into turns.
- B. Right and left hand rectangular patterns, flying high and down the centerline of the runway.

Accompanied by various throttle settings, explanation of crosswinds, rudder use and fuel management.

Lesson 3 Figure Eights

- A. Left and right hand

Lesson 4 Slow Flights

- A. Slow flight left and right hand turns, circles and figure eights.
(Minimum controllable air speed)

Lesson 5 Mild Aerobatics (Optional)

- A. Introduction to loops, rolls, split-s's, stall turns, and straight level slow flight into a stall.

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Updated to Word by GEW

Lesson 6 Low Passes

- A. Rectangular flight patterns with final approach passes high and down the centerline of runway. Followed by gradual, low, slow passes down entire length of runway.

NO ATTEMPTED LANDINGS AT THIS TIME

Lesson 7 Taxing

- A. Use of elevator while taxing to reduce pressure on nose wheel. (in case of tail draggers, keep tail on ground)
- B. Utilization of runway length for takeoffs and landings.
- C. Throttle control during fast taxi, understanding of torque, crosswind affects, and ground effect aircraft during takeoff.
- D. Emergency procedures concerning right of way during dead stick calls by other fliers.

Lesson 8 Takeoffs

- A. Positioning of aircraft on runway. Importance of staying on runway centerline during takeoff run and using entire length for stabilizing aircraft at flying speed before breaking ground.
- B. Emergency procedures during takeoff, i.e. engine failure, radio problems, or structural problems.

Lesson 9 Landings

- A. Warm up for landings by using guidelines in Lesson 6. Use consistent altitudes on downwind, base and final. Proper set-up on final approach essential for consistently good landings. Throttle controls altitude.
- B. Flare and touchdown on first third of runway. Utilize remaining runway for rollout. Stress importance of staying on runway centerline.

PILOT FLIGHT TEST REQUIREMENTS

1. Demonstrate ability to safely preflight aircraft and safely start engine, one controlled and centered takeoff.
2. Fly one right and left hand traffic pattern, at pattern altitude.
3. Fly two right and left hand figure eights.
4. Fly two right and left hand, slow flight circles, continuing to slow flight straight and level and demonstrate approach to stall and stall recovery and one level stall from slow flight
5. (Optional) Demonstrate two loops, two rolls, two split-s's, two stall turns, and one spin.

6. Demonstrate two low slow passes down centerline of runway.
7. Two landings as close as possible down centerline of runway with smooth rollout and with engine still running and plane on runway.

All tests are to be conducted by PROFICIENCY DIRECTOR OR DESIGNATE PROFICIENCY DIRECTOR and will demonstrate any maneuver if requested by student prior to student's demonstrations. New pilots will be recognized and awarded at following General Club Meeting. New rating shall be noted on membership cards and dated.

Any new flyers coming into the Chiefs Club with a rating of Pilot or Instructor are subject to a verbal and flight test by the Proficiency Director.