**LIGHT AIRCRAFT ASSOCIATION**

**PILOT COACHING SCHEME**

Notes for Aircraft Owners Undertaking LAA Pilot Coaching

Introduction

1. 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 for pilots who do not qualify for a Strip Flying Diploma, Refresher Flying and Ground Subjects Refresher Training.

2. Full details of the syllabi are contained in the LAA Pilot Coaching Scheme Operations Handbook. These syllabi will be followed by coaches during your Tutorial.

Some Aspects of LAA Coaching

3. Before embarking on a Diploma Tutorial, you may find helpful the following summary of the air and ground subjects which will be covered by your coach, and related to the type of aircraft you own.

3.1 Coaching for LAA Diplomas

3.1.1. General Flying Skills (the General Flying Diploma)

a. Ground manoeuvring in confined spaces

b. Short/soft field and crosswind take-offs

c. Achievement of maximum angle/rate of climb

d. Stalling

e. Options following engine failure during and after take-off

f. Precautionary landings

g. Consistency of landing approach path

h. Airspeed control during normal and 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 limitations

m. Emergency use of radio

n. Use of RAS, RIS and FIS

o. Look out

p. VFR navigation

q. The importance of a disciplined approach to flying

3.1.2 Operations from Private Strips and Unlicensed Aerodromes (the Strip Flying Diploma)

a. Grass length and slope

b. Obstructions

c. Escape routes

d. Drainage

e. Surface assessment

f. Wind speed

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 12A STRIP SENSE

k. Booking in and out

3.1.3. Airmanship on the Ground

a. Hand swinging propellers

b. Starting and taxying hazards

c. Rules of the Air on the Ground

d. Aircraft security considerations

e. Care of passengers and onlookers

3.1.4. Flight Preparation

a. Met Fax

b. Flight Planning

c. The go/no go decisions

3.1.5. Regulations

a. Airspace classifications and their significance

b. VFR/IFR

c. AIS Documentation

d. Rule 5 of the “Rules of the Air”

3.1.6. Operating Aircraft with Unusual Handling Qualities (the Special Type Flying Diploma)

a. Identification of potentially hazardous qualities

b. Action needed to overcome 3.1.6.a.

c. Setting realistic personal limitations

3.2 Type Conversion

Certain coaches will be qualified to offer type conversion training based on 5 hours flying. This will include supervised solo flying. The following syllabus will be used and adapted to the aircraft type concerned.

Syllabus

a. Stalling

b. Take-offs, circuits and landings including normal, precautionary and flapless approaches (where applicable)

c. Short landings

d. Short take-off and maximum climb angle

e. Practice forced landing without power off airfield

f. Emergencies

Awards and Endorsements

4. After successful completion of a Diploma Tutorial recognition of the achievement will be made by the award of various Diplomas; or, for type conversion or strip flying conversion, an appropriate log book entry will be made.

4.1. Diplomas

There are three types of LAA Diploma: General Flying : Strip Flying : Special Type Flying. If you have sufficient flying experience you may be awarded a Bronze, Silver or Gold Endorsement to your Diploma. In addition, Diploma holders may wear a pair of LAA Diploma Wings. Your log book will also be endorsed showing your achievement.

4.2. Type Conversion and Strip Flying Conversion

On successful completion of type conversion or strip flying conversion, your log book will be signed by your coach certifying that you have met LAA standards.

5. Tutorials - Owner's Responsibilities

If you intend undergoing coaching in the air you will wish to know your responsibilities so far as your aircraft and support costs are concerned. These costs are in addition to the coaching fees. The summary below may be helpful:

5.1 Aircraft

a. Ensure your aircraft is equipped with a serviceable VHF Rx/Tx and inter-comm. It must be possible to use the radio from both seats.

b. Provide two compatible headsets

c. Have with you:

i. Aircraft Picketing Gear

ii. Proof of Insurance and hull insurance

iii. Flight Crew Licence

iv. Your Pilot's Log Book

v. Valid Permit to Fly

vi. Flight Manual/Pilot Notes/Check Lists

5.2. Support Costs

You will be responsible for the purchase of fuel, oil and spares consumed in support of, and during, the coaching tutorial or type conversion. You must also arrange for the settlement of any airfield or ATC charges that arise.

**With best wishes for a beneficial and thoroughly enjoyable Tutorial Meeting whether your aim is a Diploma, Type Conversion, Refresher Flying, Strip Flying Conversion or Ground Subjects Revision**

**Please contact LAA Coaching at Turweston if you need more information**