

LIGHT AIRCRAFT ASSOCIATION

PILOT COACHING SCHEME

BRIEFING NOTES FOR COACHING APPLICANTS

ON

THE SPECIAL TYPE FLYING DIPLOMA

Introduction

1. Coaching for the LAA Special Type Flying Diploma (STFD) concentrates on the achievement of high standards of flying skill in an aircraft type which is assessed by the LAA as having handling qualities justifying special skills, and which, accordingly, would not meet the handling qualities criteria required to qualify for a C of A. Coaching will also cover those regulatory, theoretical, and practical airmanship subjects which are necessary ingredients for safe aircraft operations.

Flying Skills

2. The following flying skills will be coached and practised during Tutorial Meetings in so far as aircraft type limitations, weather, and aerodrome conditions allow.
 - 2.1. Ground manoeuvring in confined spaces.
 - 2.2. Short/soft field and cross wind take-offs.
 - 2.3. Achievement of maximum angle/rate of climb.
 - 2.4. Stalling.
 - 2.5. Options following engine failure during and after take-off.
 - 2.6. Precautionary landings.
 - 2.7. Consistency of landing approach path.
 - 2.8. Airspeed control during normal and side slip approaches.
 - 2.9. Threshold speed control in turbulence and cross winds.
 - 2.10. Bad weather circuits and landings.
 - 2.11. Forced landings after partial/complete engine failure.

- 2.12. Take-off and landing limitations.
- 2.13. Emergency use of radio.
- 2.14. Use of RAS, RIS and FIS.
- 2.15. Lookout.
- 2.16. VFR navigation.
- 2.17. Use of GPS.
- 2.18. The importance of a disciplined approach to flying.

Airmanship

- 3. The following subjects will be covered. They are far from exhaustive but are considered to be those which are fundamental to good airmanship, and hence to safe flying operations.
 - 3.1. Hand swinging propellers.
 - 3.2. Starting and taxiing hazards.
 - 3.3. Rules of the Air on the Ground.
 - 3.4. Aircraft security considerations.
 - 3.5. Aircraft picketing.
 - 3.6. Care of passengers and onlookers.
 - 3.7. Met Fax and other sources of weather information.
 - 3.8. Flight planning.
 - 3.9. The go/no go decision.
 - 3.10. Airspace classifications and their significance.
 - 3.11. AIS documentation.
 - 3.12. Rule 5 of 'Rules of the Air' and its implications at unlicensed aerodromes along with Rule 4 and Article 74 (ANO 1995).

CAA General Aviation Safety Sense Leaflets (GASSLs)

- 4. A comprehensive range of GASSLs is published by the CAA and can be obtained free of charge from the CAA or the PFA. All these GASSLs contain valuable advice and information, and you are strongly advised to obtain and study a complete set. However, please try to find time to study the

following GASSLs before taking part in the PFA Coaching Scheme. You should note that GASSLs are revised quite frequently.

Good Airmanship Guide

Aeroplane Performance

Aerodrome Sense

Air Traffic Services in the Open FIR

Weight and Balance

Equipment and Documentation

5. You are required to bring with you to the Tutorial Meeting, or make available, the following equipment and documents.

Aircraft picketing gear.

Proof of third party insurance cover to the minimum LAA recommended figure.

Flight Crew Licence

Pilot's Log Book.

Valid Permit to Fly.

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

Proof of aircraft ownership.

Fees, Charges and Expenses Incurred During the Tutorial Meeting

6. 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.

