

# **LIGHT AIRCRAFT ASSOCIATION**

## **PILOT COACHING SCHEME**

### **BRIEFING NOTES FOR COACHING APPLICANTS**

#### **ON**

#### **TYPE CONVERSION**

##### **Introduction**

1. Type conversion to homebuilt or other Permit to Fly aircraft can be undertaken by LAA coaches qualified on type to carry out this form of coaching. The LAA maintains a list of coaches who are qualified to carry out type conversions. The type conversion syllabus should not normally be completed in less than 5 hours flying, including supervised solo flying by the aircraft owner. Type conversion should not be undertaken during a Tutorial Meeting leading towards a LAA Diploma.

##### **Type Conversion Syllabus**

2. The LAA type conversion syllabus has been designed to equip you with the basic flying skills needed to operate your type of homebuilt or other Permit to Fly aircraft safely while you are increasing your general flying experience on type. When you have gained this additional experience the LAA hopes that you will apply to be coached for one of the LAA Flying Diplomas. The type conversion syllabus covers the following flying skills.
  - 2.1. Stalling in straight and turning flight with and without power.
  - 2.2. Take-offs, circuits and landings, with and without flap if applicable. Dual circuit exercises include:
    - 2.2.1. Normal powered approach.
    - 2.2.2. Precautionary approach and short landing.
    - 2.2.3. Short take-off and maximum angle of climb.
    - 2.2.4. Engine failure after take-off, and in the circuit, including partial engine failure.
  - 2.3. Practice forced landing without power away from the airfield.
  - 2.4. Supervised solo flying.

### Location

3. Type conversion is not normally undertaken at private strips but if, in the opinion of your coach, the strip proposed is entirely suitable for conversion to the aircraft type you own it may be used for this purpose. Type conversion may, of course, be carried out at licensed or unlicensed aerodromes.

### Equipment and Documentation

4. You are required to make available with your aircraft the following equipment and documents:

Aircraft picketing gear.

Proof of third party insurance cover to the minimum cover required by the LAA.

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 Type Conversion

5. You should be prepared to meet all costs supporting the operation of your aircraft during your type conversion. These costs are expected to include fuel, oil, spares consumed, airfield and hangar charges, and any servicing or rectification required.

This course normally takes about 5 hours. In some cases you may require more hours. If extended training is required, the cost is at the discretion of your appointed coach and should be agreed upon beforehand.