

# Annual Flight Review 2011

## Syllabus notes

v1 25/04/11ml

I have tweaked the syllabus slightly to make it shorter and a bit more specific. My intention is to do the tweaking each year so that over a period of time all the exercises will have been covered.

Clearly if P2 wants to look a specific exercise than please include it in the flight.

### General:

- Tape up the Altimeter or at least wind it round so it is un-useable to look at P2's judgement
- How good is the overall airmanship & judgement?
- How good is their lookout, especially areas such as on the aerotow, going in/coming out of a turn and in the circuit (looking in and out of the circuit) etc.

### Aerotow:

Other than the standard areas of launch failure options, wave off etc

- Finding and maintaining the correct tow position; there are still a number of pilots that don't know how to do this properly
- Descending tow:
  - I'd like every pilot to experience this exercise. They are far more likely to experience a descending tow flying at Talgarth than most other clubs (i.e. towing out to Southerly wave or Pandy etc).
  - Clearly this has to be briefed with the tug pilot but it is easy to arrange. I have done so by pre-arranging a specific height where the tug pilot gradually pulls the power back, descends for a briefed height before gradually adding the power again; clearly good radio comms helps.
  - You are looking for P2 to pop the breaks and keep the tension in the rope.
  - Be on guard for those that don't and start pushing the rope instead!
  - If you get it right you can have a K13 brakes fully open with tug throttled right back; however as a minimum make sure they can deal with the tug throttling back to level off (not climb or slightly descend) due to an imaginary cloud base.
- Arrange for a wave off from the tug before your briefed release height
  - Quite a few pilots take too long to react.

### Side slipping:

I have added as an option.

- If P2 flies Snoopy or a glider with poor approach control then really try to include as an exercise.
- There are definitely pilots out there that don't know how to side slip properly.
- You can set up dummy approaches onto the corner of the mountain as a reference point. If competent you might want to consider an actual approach.

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### Stalling

- At least 4 of the symptoms covered and understood. Ineffective elevator reinforced
- Stall with wing drop – stick centrally forward
- Further stalling: Ineffective elevator at the stall exercise
  - Depending on P1 these exercises could all be combined

### Spinning

- Symptoms understood
  - reinforce un-commanded nose pitch down and roll; elevator ineffective
- Full spin and recovery
- Spin off a low/slow turn – set up the scenario
  - Depending on P1 these exercises could all be combined

### Circuit/landing

- Do try and chuck in something different; blocked landing area, limited airbrake, side slipping etc

### Debrief

- Do ensure you de-brief as thoroughly as you can. It is the one opportunity each year we have for P2's to refresh and learn something.