



## Fleet Air Arm Squadron

### Pilot training record

Name \_\_\_\_\_ Year \_\_\_\_\_

Exercise	Frequency	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Engine fail in cruise	2 Monthly												
Engine fail after T/O	2 Monthly												
Engine fire on Ground	6 Monthly												
Total electrical failure	6 Monthly												
Landing gear stuck up	Yearly												
Cross-wind Landing	2 Monthly												
Flapless landing	2 Monthly												
Glide Approach	2 Monthly												
Grass Strip (if applicable)	6 Monthly												
Clean Stall	6 Monthly												
Approach turn stall	6 Monthly												
Final approach stall	6 Monthly												
Weight & Balance calc.	Yearly												
T/O and Land Performance	Yearly												
Navex by Map Watch Compass	6 Monthly												
Actual IF	2 Monthly												
ILS Approach	6 Monthly												
NDB Approach	6 Monthly												
NDB Hold	Yearly												
Flight with an instructor	Yearly												

Training requirements should be carried out as appropriate to aircraft type flown and to the individual pilot's ratings and experience. The notes are provided for each individual exercise.



## Fleet Air Arm Squadron

### Notes for periodic training requirements

**Engine Failure in the Cruise** Try to resist the temptation to “plan” this exercise for when circumstances are ideal. For example, you might decide that you will initiate the drill the next time you hear a female voice on the radio or the next time you hear ATC tell someone an altimeter setting, this introduces an element of surprise and adds to the realism. Don’t forget to apply carb heat with the throttle at idle and remember the low flying rules (500’ from persons .....etc). Remember above all else, Aviate, Navigate, Communicate. Fly the aeroplane at the correct speed, decide where you are going to land and turn towards it, plan your landing, then make your radio calls. If you have a real engine failure remember to apply carb heat, check the ignition switches are both on and check there is fuel available. Any one of these three could solve the problem for you.

**Engine failure on Take Off** Don’t try this one alone if you are not confident about flying at slow speed and close to the ground, do it with an instructor or experienced pilot. Get your priorities right, adopt the gliding attitude to maintain speed, choose a field and prepare for the landing. If there’s time secure the fuel, ignition and battery (after you are finished with flaps and radios). You should mentally brief yourself just before each take off as to your plan of action if this turns out to be the day for your engine failure!

**Engine Fire on the Ground** You can simulate this once you are safely parked at the end of any flight. Once you have carried out the drill and got out of the aircraft go back and run through the full shut down checks just to make sure everything has been done, you don’t want to be leaving the switches on do you?

**Total electrical failure** Obviously more important if you fly IFR. Go through the drills for your aircraft, are you sure of all the back up systems? Can you change a fuse? Do you have hand held back ups? When did they last have new batteries?

**Landing gear stuck up** Only relevant to a few but do you know how to operate the emergency system? If it is permitted in the operating manual for your aircraft you could actually practice the procedure.

**Cross-wind, Flapless and Glide landings** Don’t jump straight into practising at the max. demonstrated cross-wind, build up in steps if you need to. If you are a bit out of practice plan an approach to overshoot, that way you are not likely to box yourself in to landing off a poor approach. If you are not on centreline and glide-path, at the correct speed and in the correct configuration by 200’ you probably ought to think about going around. Remember Poor landings usually follow poor approaches.

**Stalling** Take an instructor or experienced pilot along if you are rusty. Make sure what you plan to do is cleared for the aircraft you are flying and that you have plenty of height (3,000’ agl is recommended). You ought to be comfortable flying and manoeuvring the aircraft within 5Kt of the stall, if you are not then some practice is probably a good idea.

**Weight and Balance and Performance** Remember that, as the Pilot in Command you have a legal obligation to ensure that the load carried and its distribution are such that the limits for mass and CG position are not exceeded. Also that the aircraft has sufficient performance for the intended flight. CAA safety Sense leaflets 7B and 9A contain a lot of valuable information. Even if your usual aircraft has no particular loading problem and you fly from a 6,000’ runway you need to keep these skills up to date, you may need them in another aeroplane one day.

**Instrument approaches** Obviously only for those who are qualified. Don’t just do the same old approach to your usual runway, try the NDB at some unfamiliar airfield. Fly the full procedural ILS instead of radar vectors. Always make sure you use up to date approach plates and, if flying simulated IMC take a safety pilot to do the lookout.

**Flight with an instructor** You need one every two years to revalidate your SEP rating but there’s no harm in doing it more often if you get the chance. How about brushing up on spinning or learning something new? Try a short field landing or discuss navigation or perhaps brush up on some theory of meteorology, it’s all good stuff!

Use the blank lines in the grid overleaf to record any particular exercises that you might need to practice regularly.