

Recurrency and Transition

Tom Johnson
CFIG



a.Regulatory Requirements -
(FAR 61.56, 61.57, 61.31(j))

a.Flight Review

a.Wings Program

a.Endorsements (FAR 61.56, 61.31)

a.Effective Training Syllabus

Recurrency/Transition Training



- FAR 61.56 - Flight Review
 - Every 24 calendar months
 - 1 hour of ground instruction,
 - and
 - 1 hour, or 3 flights, of flight training
 - Does a low altitude rope break count?
 - 3 of them?
 - Can you do a 1+30 soaring flight?

Currency Requirements

FAR 61.56



- FAR 61.57 - Recent Flight Experience

- 3 take-off's and landings in Category and Class

- ▢ within 90 days to carry passengers

- ▢ Night and Tailwheel landings must be to a full stop

- ▢ Category - airplane, rotorcraft, glider

- ▢ Class - single engine, multiengine, land, glider, sea

Recent Flight Experience
FAR 61.57



- Who needs a Flight Review
 - EVERYONE
- What Category and Class is the FR good for?
 - ALL
 - A Flight Review is good for ALL categories and class you are rated for.
 - Remember-When you sign off a Glider FR you may also be signing for Multi-Engine, etc.

Flight Review

FAR 61.56



**Coastal Soaring Association
Biennial Flight Review**

Name: _____ Date: _____

Certificates Held: _____

Total Flight Time: _____ Total Time Gliders: _____

ORAL

Aircraft Documents	Safety	Weight & Balance
Inspections	Weather	FAR's
Airspace	Chart Interpretation	X/C Planning
Aerodynamics	Emergency Signals	Off Airport Landing
Take-off Emergencies	Pattern & Landing	Local Field Rules

FLIGHT

Preflight	Ground Handling	Checklists
Emergency Procedures	Take-off	Tow
Box Wake	Release	Coordination
Stalls	Steep Turns	Collision Avoidance
Pattern & Landing	Safety Awareness	

Flight	Tow Altitude	Flight Time
1.	_____	_____
2.	_____	_____
3.	_____	_____

Instructor Name: _____

Instructor Signature: _____

Flight Review – FAR 61.56

I certify that _____, holder of pilot certificate number _____ has satisfactorily completed the flight review required by FAR 61.56 on this day.

Note: This Flight Review has been accomplished in a glider, per the requirements of FAR 61.56 (b)

BFR Form



- Tow Pilot Currency Requirement

- Within the **preceding 24 months**

- ▢ Made at least 3 actual or simulated tows while accompanied by a qualified tow pilot

OR

- ▢ Made at least 3 flights as PIC of a glider being aero-towed

FAR 61.69 - Glider Towing



- WINGS - Pilot Proficiency Program
- http://www.faa.gov/WINGS/pub/learn_more.a.spx
- The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

FAA Wings Program



- Written Syllabus
- Documented Grading
- Adequate Brief and De-Brief Time
- Training Aids
 - Books
 - Videos
 - Nerf Airplanes
 - Simulators?
- Easy Access to CFG's

Effective Training Syllabus



- Positive, immediate feedback
- Objectifies evaluation
- Helps with continuity of Instruction

Training Aid - Grade Sheet



- Evaluating a pilots currency and proficiency
- Tow-Pilot currenty
- Transition from airplane to Glider
- Transition from Glider to Glider
- Using the WINGS program to maintain Flight Review
- Instructor sign-off requirements

Evaluating a Pilots Currency and Proficiency



Evaluating a Pilot's Currency and Proficiency

- **Bob is a private pilot with 150 flights. He has not flown in 6 weeks and wants to take his significant other for a ride. The wind is a direct crosswind of 10 knots on the take-off runway, but a direct headwind on the landing runway. You are the Operational Safety Officer today. What would you advise Bob?**



- Pilot
- Aircraft
- enVironment
- External

Evaluating a Pilots Currency and Proficiency



Tow-Pilot Currency

Dave is a high time commercial pilot. He enjoys flying the Pawnee, but gliders leave him cold and he hasn't been in once since he got his tow-pilot endorsement 25 months ago. He has been towing frequently for the club. It is the 1st Saturday of a new month and several gliders are already staged on the flight line ready for what is forecast to be a terrific soaring day. Art, another club tow-pilot remarks that he's glad Dave is here because he hasn't towed in 6 months and he wanted to fly his glider again anyway.



- Pilot
- Aircraft
- enVironment
- External

Tow-Pilot Currency



Transition from Airplane to Glider

Justin and Donovan are both commercial pilots and long time friends who have been partners in a series of airplanes. Donovan caught the soaring bug and has recently purchased an ASW-24. Justin has recently completed his glider pilot add on in the ASK-21 and he readily accepts Donovan's offer to try out the 24. Donovan gives him a quick check-out and walks out to run the wing. Justin slams the spoilers closed as the take-off roll begins, but he is unable to prevent the left wing tip from striking the ground, leading to a severe ground-loop and a broken fuselage.





www.303airwest.com



- Pilot
- Aircraft
- enVironment
- External

Transition from Airplane to Glider



Donna is a high time commercial glider pilot who has spent the past 30 years flying 15 M class sailplanes. This weekend, Donna and a group of friends are taking turns autotowing Rus's 1-26D under an overcast sky. The plan is simple, the 500 ft rope will let you get high enough to turn around and land with a light tailwind. The group is surprised when Donna flies the length of the runway without spoilers and shocked when the right wing tip strikes the ground as she attempts to turn around for another attempt to land on the runway.



Transition from Glider to Glider



- Pilot
- Aircraft
- enVironment
- External

Transition from Glider to Glider



- Bob thinks the Flight Review is really a checkride. He dislikes checkrides, so he decides to do the Wings program. 3 months before his FR is due, he comes to you demanding you sign off the modules for him.



- Can you do this?

Using the FAA WINGS Program to Maintain Flight Review



- Pilot
- Aircraft
- enVironment
- External

Using the FAA WINGS Program to Maintain Flight Review



- You are training Donna and Ed for their CFGI checkride. Caroline, an ATP transition pilot, walks up and tells you she is going to SPA and wants to get a winch checkout. She asks if she needs to take her logbook with her.

Instructor Sign-off Requirements



© Roland Fischer, Lufthansa



- Pilot
- Aircraft
- enVironment
- External

Instructor Sign-off Requirements

