C-414A Recurrent Flight Training Student Guide

Filename: 414_Flight_Recurrent.doc 8/5/2015

Use with C-414A Recurrent Ground Training Student Guide

2 Flight Sessions or as required

SESSION	SUBJECTS	Hours
1	Review of recent aviation experience. Local flight to practice selected operations as desired. Review of Standard Operating Procedures, and Selected Maneuvers. Prep for Instrument Proficiency Check and/or Flight Review.	As Req'd.
2	Practice and review as necessary. Instrument Proficiency Check and/or Completion of Flight Review.	As Req'd.

OBJECTIVES: The pilot will refresh his skills with flight lessons tailored to his experience, aircraft, and personal flying goals. Flight training typically consists of two sessions: Session 1 is practice of selected operational procedures, maneuvers, and events. Session 2 is the completion of the Instrument Proficiency Check and/or Flight Review. Ground Training is addressed separately in the Recurrent Ground Training Student Guide. Ground Session 1 is approximately 4 hours, and includes ground portions of the flight review. Ground Session 2 is also approximately 4 hours, and includes ground portions of the Instrument Proficiency Check.

COMPLETION STANDARDS: You show by written record and will demonstrate through practical example, that you meet the required aeronautical skill and knowledge to safely operate the aircraft. Upon successful completion, you will receive endorsements documenting the satisfactory completion of recurrent training.

ENROLLMENT PREREQUISITES: Enrollment in this course is contingent on the pilot holding at least a private pilot certificate, an instrument rating or ATP with an airplane rating, and a multiengine land rating.

HOW TO USE THIS GUIDE: Lesson elements contain bulleted items represented by a double line arrow to the left of each subject:

⟹ Landing with Inoperative Engine

The double line arrow serves as a checklist for each lesson element, and is marked solid by the instructor in his copy when that area of knowledge has been completed:

➔ Landing with Inoperative Engine

Additional pages are included after sessions #1 and #2 but are usually not necessary unless additional practice is required.

Flight Session # 1

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures
Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./
Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Normal / Max Performance / Crosswind Takeoff
(Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ Engine Failure During Takeoff Before Vmc
(Simulated & Calculated 50 percent below Vmc)

⇒ Engine Failure After Lift-Off (Simulated >Vsse, Vxse, Vyse, >400AGL Vxse or Vmc+5 then Vyse HDG. 10° ASPD 5Kt.

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Unusual Attitude Recovery
(Airspeed Increasing = Power, Level Wings, Raise Pitch;
Airspeed Decreasing = Power, Lower Pitch, Level Wings.)

⇒ VMC Demonstration (10Kts>Sse, Bank, Pitch = 1Kt/Sec)
(HDG +-20° Accelerate to Vyse +10 -5)

⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)

⇒ Holding Patterns

⇒ Stalls (At least one while turning in 20° Max Bank +-10°)

⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)

_____ILS _____LOC_____BC_____COUPLED

_____WAAS _____RNAV_____VISUAL

_____CIRCLE_____LANDINGS_____NIGHT

⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')

⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)

⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')

⇒ Landing with Inoperative Engine
(3/4 CDI & GS or 10°. +-10Kts.)

⇒ Emergency Procedures

⇒ Other (specify)_____

⇒ Post Flight

Flight Session # 2

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures
Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./
Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Normal / Max Performance / Crosswind Takeoff
(Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ Engine Failure During Takeoff Before Vmc
(Simulated & Calculated 50 percent below Vmc)

⇒ Engine Failure After Lift-Off (Simulated >Vsse, Vxse, Vyse, >400AGL Vxse or Vmc+5 then Vyse HDG. 10° ASPD 5Kt.

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Unusual Attitude Recovery
(Airspeed Increasing = Power, Level Wings, Raise Pitch;
Airspeed Decreasing = Power, Lower Pitch, Level Wings.)

⇒ VMC Demonstration (10Kts>Sse, Bank, Pitch = 1Kt/Sec)
(HDG +-20° Accelerate to Vyse +10 -5)

⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)

⇒ Holding Patterns

⇒ Stalls (At least one while turning in 20° Max Bank +-10°)

⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)

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⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)

⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')

⇒ Landing with Inoperative Engine
(3/4 CDI & GS or 10°. +-10Kts.)

⇒ Emergency Procedures

⇒ Other (specify)_____

⇒ Post Flight

Flight Session for Recurrent Training

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