

RECREATIONAL AVIATION AUSTRALIA Inc.
ADVANCED PILOT AWARD

UNIT: 1. AIRMANSHIP.

Flying Standard	Pilot Certificate	Inst Rating
1.1 General Airmanship.		
<ul style="list-style-type: none"> Lookout is maintained during operations on both the ground and in the airborne environment. 	2	1
<ul style="list-style-type: none"> Scan technique is used to promote lookout. 	2	1
<ul style="list-style-type: none"> Decision making is consistent with good aeronautical practise and all normal operating practices and rules are adhered to. 	2	1
<ul style="list-style-type: none"> Engine handling is conducted in a manner that is conducive with good aeronautical practices and is consistent with both aircraft flight manual and POH. 	2	1
<ul style="list-style-type: none"> Ground handling is conducted in safe manner conducive with good aeronautical practice and is preventative in its operation in causing damage to aircraft or persons on the ground. 	2	1

UNIT: 2. TAKE OFF SAFETY BRIEF

Flying Standard	Pilot Certificate	Inst Rating
2.1 Engine Failure on Take Off Roll.		
<ul style="list-style-type: none"> Student conducts a pre take off safety brief with relation to engine failure on take off, whilst still on ground. 	2	1
2.2 Engine Failure after Take Off with Runway Remaining.		
<ul style="list-style-type: none"> Student conducts a pre take off safety brief with relation to engine failure on take off after the aircraft is airborne but with runway remaining. 	2	1
2.3 Engine Failure on Take Off without Runway Remaining.		
<ul style="list-style-type: none"> Student conducts a pre take off safety brief with relation to engine failure on take off after the aircraft is airborne and has passed the point of no return and must land outside the aerodrome boundary. 	2	1
2.4 Engine Failure on Take Off and Turn Back Procedure.		
<ul style="list-style-type: none"> Student conducts a pre take off safety brief with relation to engine failure on take off after the aircraft is airborne and is at a nominated height that is consistent with a safe execution of a turn back. 	2	1
<ul style="list-style-type: none"> The turn back is described by direction and is consistent with safe aeronautical practice given the topography and the current wind. 	2	1

UNIT: 3. STEEP LAZY EIGHTS.

Flying Standard	Pilot Certificate	Inst Rating
3.1 Entry.		
<ul style="list-style-type: none"> Pre-Manoeuvre checks completed. 	2	1
<ul style="list-style-type: none"> Reference point established. 	2	1
<ul style="list-style-type: none"> Entry into the manoeuvre is initiated from straight and level in balanced flight and altitude and airspeed noted. 	2	1
3.2 Maintenance.		
<ul style="list-style-type: none"> Climbing turn is initiated through 90degrees at nominated bank angle. 	2	1
<ul style="list-style-type: none"> Turn is continued through 180 degrees and descent is initiated, wings are level through reference point at previous altitude and airspeed. 	2	1
<ul style="list-style-type: none"> Climbing turn is initiated through 90degrees at nominated bank angle. 	2	1
<ul style="list-style-type: none"> Turn is continued through 180 degrees and descent is initiated, wings are level through reference point at previous altitude and airspeed. 	2	1
3.3 Airmanship.		
<ul style="list-style-type: none"> Lookout is maintained at all times during manoeuvre. 		
<ul style="list-style-type: none"> Aircraft bank angle does not exceed 60 degrees. 		

UNIT: 4. MAINTAIN BALANCED FLIGHT

Flying Standard	Pilot Certificate	Inst Rating
4.1 Co-ordination.		
<ul style="list-style-type: none"> Co-ordination is maintained during all operations with the exception of sideslipping and aircraft is flown efficiently and safely. 	2	1

UNIT: 5. STEEP 360 DEGREE GLIDING TURNS

Flying Standard	Pilot Certificate	Inst Rating
5.1 Entry.		
<ul style="list-style-type: none"> Pre-manoeuve checks completed. Entry from straight and level at pre-determined angle of bank greater than 45 degrees. Control movements are smooth and co-ordinated. 	2 2 2	1 1 1
5.2 Maintain.		
<ul style="list-style-type: none"> Lookout is maintained into the descending turn. Angle of bank is maintained. Co-ordination is maintained. Airspeed is maintained. Any pre-stall buffet or symptoms of an impending stall are rectified before stall occurs. 	2 2 2 2 2	1 1 1 1 1
5.3 Exit.		
<ul style="list-style-type: none"> Lookout is maintained on recovery back to straight and level. Recovery back to straight and level is demonstrated. Control movements are smooth and co-ordinated. 	2 2 2	1 1 1

UNIT: 6. SIDESLIPPING

Flying Standard	Pilot Certificate	Inst Rating
6.1 Entry.		
<ul style="list-style-type: none"> Lookout is performed before manoeuvre is initiated. Controls are crossed to initiate manoeuvre in a smooth manner. Aiming point is selected. 	2 2	1 1
6.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is manoeuvred to maintain aiming point, left and right. Pre-determined speed is maintained during manoeuvre. Lookout continues to be performed. 	2 2 2	1 1 1
6.3 Exit.		
<ul style="list-style-type: none"> Aircraft controls are uncrossed in a controlled and smooth manner. Aircraft is recovered back to straight and level at a pre-determined height. 	2 2	1 1

UNIT: 7. SLIPPING TURNS

Flying Standard	Pilot Certificate	Inst Rating
7.1 Entry.		
<ul style="list-style-type: none"> Lookout is performed before manoeuvre is initiated. Controls are crossed to initiate manoeuvre in a smooth manner. Aiming point is selected. 	2 2 2	1 1 1
7.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is manoeuvred to maintain turn to a pre-determined height and angle of bank, left and right. Lookout continues to be performed. 	2 2	1 1
7.3 Exit.		
<ul style="list-style-type: none"> Aircraft controls are uncrossed in a controlled and smooth manner. Aircraft is recovered back to straight and level at a pre-determined height and heading. 	2 2	1 1

UNIT: 8. STALL RECOVERY FROM SLIPPING TURN

	Pilot	Inst

Flying Standard	Certificate	Rating
8.1 Entry.		
<ul style="list-style-type: none"> Pre-Manoeuvre check is completed. Controls are used to initiate manoeuvre in a smooth manner. 	2 2	1 1
8.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is manoeuvred to maintain turn to a pre-determined height and angle of bank, left and right. Aircraft is eased into the stall by back pressure on the controls Lookout continues to be performed. 	2 2 2	1 1 1
8.3 Exit.		
<ul style="list-style-type: none"> Aircraft is recovered at point of stall using normal stall/spin recovery procedure. Aircraft is recovered back to straight and level with minimum height loss conducive with aircraft type. 	2 2	1 1

UNIT: 9. STALL RECOVERY IN A CLIMBING TURN

Flying Standard	Pilot Certificate	Inst Rating
9.1 Entry.		
<ul style="list-style-type: none"> Pre-Manoeuvre check is completed. Controls are used to initiate manoeuvre in a smooth manner to the desired bank angle in the climb. 	2 2	1 1
9.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is eased into the stall by back pressure on the controls Lookout continues to be performed. 	2 2	1 1
9.3 Exit.		
<ul style="list-style-type: none"> Aircraft is recovered at point of stall using normal stall/spin recovery procedure. Aircraft is recovered back to straight and level with minimum height loss conducive with aircraft type. 	2 2	1 1

UNIT: 10. STALL RECOVERY IN A SKIDDING TURN

Flying Standard	Pilot Certificate	Inst Rating
10.1 Entry.		
<ul style="list-style-type: none"> Pre-Manoeuvre check is completed. Controls are used to initiate manoeuvre in a smooth manner. 	2 2	1 1
10.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is eased into the stall by back pressure on the controls Lookout continues to be performed. 	2 2	1 1
10.3 Exit.		
<ul style="list-style-type: none"> Aircraft is recovered at point of stall using normal stall/spin recovery procedure. Aircraft is recovered back to straight and level with minimum height loss conducive with aircraft type. 	2 2	1 1

UNIT: 11. STALL RECOVERY FROM A STEEP GLIDING TURN

Flying Standard	Pilot Certificate	Inst Rating
11.1 Entry.		
<ul style="list-style-type: none"> Pre-Manoeuvre check is completed. Controls are used to initiate manoeuvre in a smooth manner. Aircraft is rolled to achieve pre-determined angle of bank. 	2 2 2	1 1 1
11.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is eased into the stall by back pressure on the controls Lookout continues to be performed. 	2 2	1 1
11.3 Exit.		
<ul style="list-style-type: none"> Aircraft is recovered at point of stall using normal stall/spin recovery procedure. Aircraft is recovered back to straight and level with minimum height loss conducive with aircraft type. 	2 2	1 1

UNIT: 12. STALL RECOVERY FROM A SIDESLIP

	Pilot	Inst

Flying Standard	Certificate	Rating
12.1 Entry.		
<ul style="list-style-type: none"> Pre-Manoeuvre check is completed. Controls are used to initiate manoeuvre in a smooth manner. 	2 2	1 1
12.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is eased into the stall by back pressure on the controls Lookout continues to be performed. 	2 2	1 1
12.3 Exit.		
<ul style="list-style-type: none"> Aircraft is recovered at point of stall using normal stall/spin recovery procedure. Aircraft is recovered back to straight and level with minimum height loss conducive with aircraft type. 	2 2	1 1

UNIT: 13. GROUND REFERENCE MANOEUVERS(Constant Altitude/Radius Turns)

Flying Standard	Pilot Certificate	Inst Rating
13.1 Entry.		
<ul style="list-style-type: none"> Lookout is performed before manoeuvre is initiated. Controls are used to initiate turn in a smooth manner. 	2 2	1 1
13.2 Maintenance.		
<ul style="list-style-type: none"> Aircraft is turned to scribe a constant radius ground track adjusted for wind. Altitude is maintained. Lookout continues to be performed. 	2 2 2	1 1 1
13.3 Exit.		
<ul style="list-style-type: none"> Aircraft is recovered back to straight and level. 	2	1

UNIT: 14. GLIDE FROM OVERHEAD THE FIELD.

Flying Standard	Pilot Certificate	Inst Rating
14.1 Aircraft positioning.		
<ul style="list-style-type: none"> Aircraft is positioned above the intended landing area at 2000ft AGL 	2	1
14.2 Glide.		
<ul style="list-style-type: none"> Power is reduced to idle and best glide speed is selected and maintained. 	2	1
14.3 Aim point.		
<ul style="list-style-type: none"> Aim point is selected on landing area. Aircraft is manoeuvred to touchdown on aim point. 	2 2	1 1
14.4 Lookout.		
<ul style="list-style-type: none"> Lookout is maintained during manoeuvre and all require radio calls are made. 	2	1

UNIT: 15. CROSSWIND TAKE OFF AND LANDING

Flying Standard	Pilot Certificate	Inst Rating
15.1 Take Off.		
<ul style="list-style-type: none"> Student controls direction on take off Maintains track on climb out. 	2	1
15.2 Circuit.		
<ul style="list-style-type: none"> Aircraft maintains normal circuit boundaries allowing for wind and drift. 	2	1
15.3 Approach.		
<ul style="list-style-type: none"> Aircraft maintains track on finals allowing for wind. 	2	1
15.4 Lookout.		
<ul style="list-style-type: none"> Lookout is maintained during manoeuvre and all require radio calls are made. 	2	1

UNIT: 16. SHORT FIELD APPROACH

Flying Standard	Pilot Certificate	Inst Rating
16.1 Pre-Landing Checks.		
<ul style="list-style-type: none"> Pre-landing checks are carried out 	2	1
16.2 Airspeed Maintenance.		

<ul style="list-style-type: none"> Airspeed is maintained at short field approach speed consistent with type as detailed in the aircraft flight manual of POH, also allowing for conditions on the day. 	2	1
16.3 Use of Power.		
<ul style="list-style-type: none"> Pilot recognises overshoot/undershoot and adjusts power to correct. 	2	1
16.4 Aim Point.		
<ul style="list-style-type: none"> Aircraft touches down on aim point. Application of brake to minimise ground run. 	2 2	1 1

UNIT: 17. WEIGHT AND BALANCE

Flying Standard	Pilot Certificate	Inst Rating
17.1 Loading and Weight and Balance .		
<ul style="list-style-type: none"> Explain the loading and weight and balance limitations to the aircraft used in the testing process. List ways the aircraft may be loaded below MTOW that may affect its safety. 	2	1

UNIT: 18. PERFORMANCE FIGURES

Flying Standard	Pilot Certificate	Inst Rating
18.1 MTOW.		
<ul style="list-style-type: none"> Quote aircraft MTOW as per flight Manual or POH. 	2	1
18.2 Normal Approach.		
<ul style="list-style-type: none"> Quote aircraft normal approach speed. 	2	1
18.3 Vs.		
<ul style="list-style-type: none"> Quote aircraft stall speed at MTOW . 	2	1
18.4 Va.		
<ul style="list-style-type: none"> Quote aircraft manoeuvring speed. 	2	1
18.5 Vne.		
<ul style="list-style-type: none"> Quote Aircraft never exceed speed. 	2	1
18.6 Short Field Approach Speed.		
<ul style="list-style-type: none"> Quote aircraft short field approach speed. 	2	1

End of Advanced Pilot Award.