



NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS

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Welcome!

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How Type Clubs Benefit Flight Instructors: Resources to Teach Type-Specific Training



Presented by Thomas P. Turner
Executive Director, ABS Air Safety Foundation
NAFI Lifetime Member
Flight Instructor Hall of Fame 2015



Tom Turner

- Executive Director, ABS Air Safety Foundation
- Author of *Flying Lessons Weekly* newsletter
- Founding member of EAA's Type Club Coalition serving as Chairman for two years
- Tom specializes in Beech training for the last 30 years
- 2015 Flight Instructor Hall of Fame inductee
- CFI, CFII, MEI holding a Master's degree in Aviation Safety

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NAFI Life Member
National Flight Instructor Hall of Fame 2015



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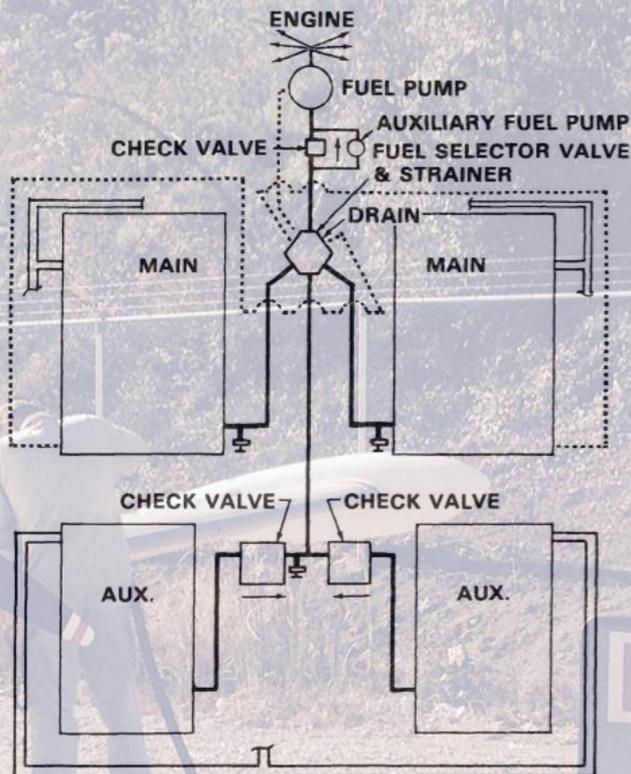
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AOPA photo

FUEL SYSTEM SCHEMATIC



LEGEND

- FUEL SUPPLY
- ⋯ FUEL RETURN
- FUEL TANK VENT

RETURN FUEL 10 GPH

- Left main goes to left main
- Right main goes to right main
- Auxiliary goes to left main

FLAMMABLE
 AVGAS 100LL
 NO SMOKING

“20% of all accidents occur in the first year of aircraft ownership.” – Mastery Flight Training

“15 to 20 hours of dual in the first 100 hours in type result in a *much* lower number of accidents in the first 100 hours.” – Jeff Edwards



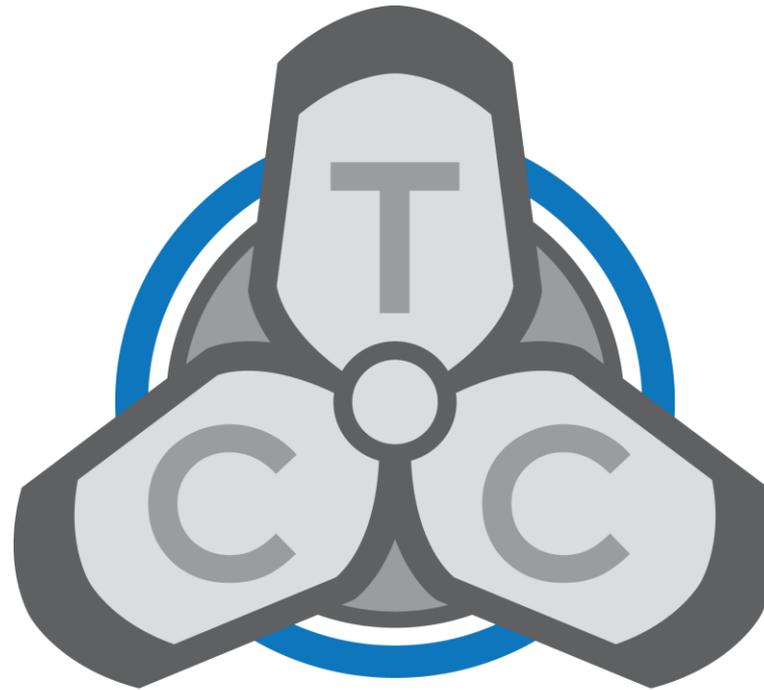
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Aircraft Type Clubs

- Groups of owners, often volunteers, who fly a particular “type” of airplane
- Generally orientated toward sharing of maintenance tips and technical information
- Increasingly, provide collective wisdom for flying techniques
- A valuable resource for flight instructors



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**TYPE CLUB
COALITION**

<https://www.eaa.org/eaaviation-interests/type-club-coalition>

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Type Club Coalition

Mission: Leverage the knowledge and resources of the coalition to better prepare general aviation pilots for flight risks associated with known accident "hot spots."

Vision: A future with unprecedented, low general aviation fatal accident rates.

For more information or if you or your organization is interested in joining the TCC, please reach out to:

Kyle Ludwick

EAA's Manager of Partnership Development

kludwick@eaa.org

[765-702-6442](tel:765-702-6442)

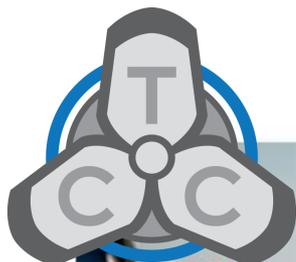
Coyle Schwab

Type Club Coalition Chairman

coyle.schwab@gmail.com

<https://www.eaa.org/eaa/aviation-interests/type-club-coalition>

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TYPE CLUB
COALITION



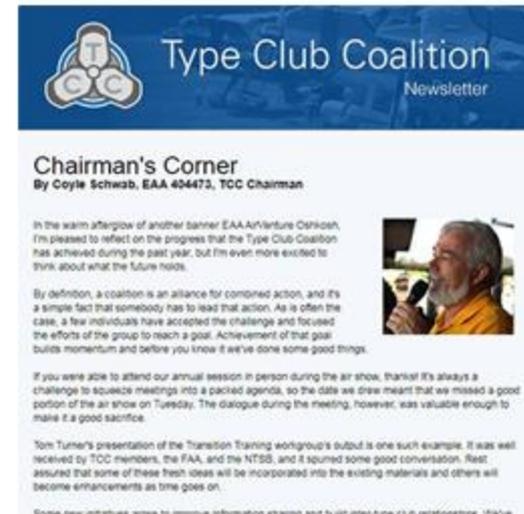
Coalition Members

Listing of type clubs participating in the Type Club Coalition.



Resources

Example documents and resources available to type clubs and prospective type clubs.



Articles

Past EAA articles pertaining to the TCC and type clubs.

<https://www.eaa.org/eaaviation-interests/type-club-coalition>

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Resources

Example documents and resources available to type clubs and prospective type clubs.

Additional Resources from Type Club Coalition Members American Bonanza Society (ABS)

- [ABS/BPPP Guides to Initial Pilot Checkout](#)
- [BPPP Online](#)

International Cessna 195 Club

- [Cessna 190 Series Training Syllabus](#)
- [Cessna 195 Knowledge Exercise Explanations](#)
- [Cessna 195 Knowledge Exercise](#)

Lancair Owners and Builders Organization

- [Lancair IV and IVP Training Manual](#)
- [Lancair IVP Systems Powerpoint](#)
- [Initial Student Guide](#)

Sonex Builders and Pilots Foundation

- [Sonex Transition Training Syllabus](#)

Twin Cessna Flyer

- [TCF Flight Risk Assessment Tool \(FRAT\)](#)

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[North American Trainer Association](#)

[Short Wing Piper Club, Inc.](#)

[Sonex Builders and Pilots Foundation](#)

[Sonex in Europe](#)

[Swift Museum Foundation, Inc.](#)

[T-34 Association](#)

[Twin Cessna Flyer](#)

[Velocity Owners and Builders Association](#)

[Wittman Foundation & Service Team](#)

[Zenith Aircraft Builders and Flyers](#)

Questions?



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Air Facts Journal photo

International Cessna 195 Club

- Referrals to prospective or new owners who are seeking the services of a knowledgeable C195 instructor.
- There are some CFIs who will travel to a remote location to deliver training.
- A syllabus for ground training and airwork.



Twin Cessna Flyer

- Flight instructors who specialize in our airplanes. Insurance companies require most twin owners to take annual recurrent training.
- Flight Risk Assessment Tool.
- Currently, we are working to develop a Twin Cessna-specific Initial Flight Training Syllabus.
- A Master Aviator Award as well as a Twin Cessna Flyer Code of Conduct.
- Several instructors participate in our online member Forum
- A section in our monthly magazine where instructors can advertise their services.



Glasair Aircraft Owners Association

- We do not have a formal training structure.
- Several of our members have LODAs for their EAB airplanes and connect with owners and builders via the members' forum.
- The CFIs are long-time instructors with many hours in type (Glasair, GlaStar, Sportsman, Symphony) and include a former company demo pilot.

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Make Referrals!



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Grumman Club



- We have a nationwide network of Instructors using our written Pilot Familiarization Program (PFP) syllabus.
- Grummans have a number of characteristics that deviate from techniques learned by pilots typically transitioning from Cessna or Piper planes. Safe operation requires a thorough checkout by a PFP instructor.
- Our network is thin in spots and we could certainly use additional PFP CFIs in certain regions.

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American Navion Society



- A list of Navion qualified CFIs by state on our website navionsociety.org. The site is available to the public and is handy for new owners that need a Navion qualified instructor for insurance purposes or flight review.
- We encourage any Navion qualified instructor to add their name to our list.

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Lake Amphibian Club



- Supports a program of Lake-Certified CFIs who have demonstrated the competence to teach the skills necessary to master flying our unique aircraft.
- We welcome any CFI with appropriate experience to join "the club."

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Falco Aircraft Association

- We developed and promote the Falco Flight Training syllabus is for Type preservation. There are so few of these aircraft around and no more kits to my knowledge are being sold so we want to save those that we have by preparing the pilot for the particularities of this type, but foremost we want to encourage the survival of the pilot/builder.
- Though our program is in its infancy, upon request we can send out our training guidelines and expectations and provide our builder/pilots with personal one-on-one training in their aircraft or another member's aircraft.
- we are in the process of putting together a list of FAA (Falco Aircraft Association) approved and experienced instructors. Each instructor will have extensive experience in the Falco and knowledge of the airplane and follow the Falco F.8L Initial and Recurrent Training Manual

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Cardinal Flyers Online

- Some insurance underwriters require type experienced CFIs which can be hard to find.
- Type clubs are clearly the best way to reach a market, a good mix of expertise and word of mouth.
- Type clubs are the epicenter of ongoing learning and exchange of knowledge, which is a good place for an instructor to be involved.

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Malibu/Mirage Owners and Pilots Association



- Published Operational Practices for all of the variants
- Visibility on our website as MMOPA-endorsed CFIs
- For the annual MMOPA Convention:
 - Free convention fee
 - One free hotel night
 - Requested attendance to the CFI Roundtable
- Potential opportunity to train at Safety Standdown
- Free annual MMOPA dues if the CFI endorses 3 new members

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AMERICAN
BONANZA
SOCIETY



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A M E R I C A N
BONANZA

SOCIETY

www.bonanza.org

- Online Pilot's Operating Handbooks
- ABS Flight Instructor Academy
- ABS Beechcraft Instructor Crosstalk
- Online Systems, Procedures and Techniques course
- Guides to Initial Pilot Checkout
- BPPP Instructor Camp
- Formal instructor accreditation
- ABS Technical Advisors

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While we do not have instructors for Citation pilots, we do have a wealth of resources on our safety page. These are available to anyone and you do not have to be a paid member.

www.citationjetpilots.com/safety

- Standard Operating Practices (SOPs)
- ***What Good Looks Like*** Videos
- Videos from our Safety Standdowns
- Right Seat – Quarterly safety newsletter

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Falco F.8L Initial and Recurrent Training Manual



B
AIR SAFETY
FOUNDATION

The American Bonanza Society

**Guide
Check**

Beechcraft Bonanza
Continental

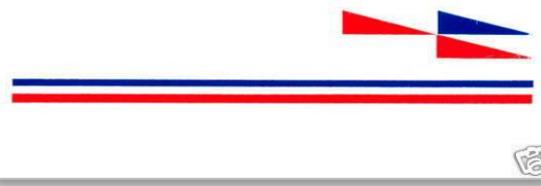
Models 835, V35, V35

PILOT'S OPERATING HANDBOOK

Cessna. 1976

Cardinal RG

CESSNA MODEL 177RG



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LOBO
LANCAIR OWNERS & BUILDERS ORGANIZATION

TRAINING MANUAL LANCAIR IV/IVP



LOBO
LANCAIR OWNERS & BUILDERS ORGANIZATION

TRAINING MANUAL LANCAIR LEGACY

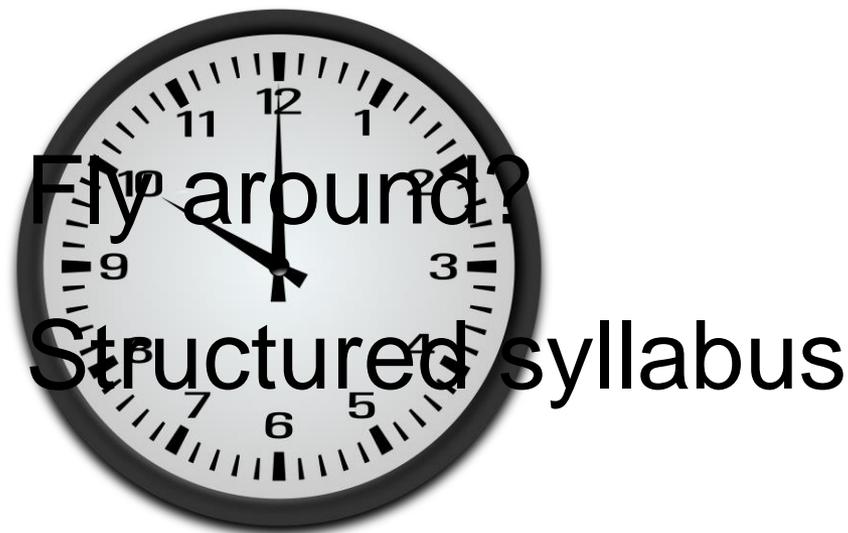
How Type Clubs Benefit Flight Instructors



- Pilot's Operating Handbooks
- Operational best practices
- Flight instructor guidance and training
- Type-specific transition checklists
- Flight instructor lists and customer referrals
- Aircraft technical advice

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The “Insurance Checkout”



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ABS/BPPP Guide to Initial Pilot Checkout: IO-520/IO-550 Bonanzas and Debonairs

ABS/BPPP Guide to Initial Pilot Checkout: IO-520/IO-550 Bonanzas and Debonairs

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Flight training general recommendations	17
By the numbers	18
Flight training syllabus	19

ITEM	TASK	AMPLIFICATION
5	Level-off and cruise	<ul style="list-style-type: none"> Flows and checklist use Engine and mixture management Fuel management
6	Normal maneuvering	<ul style="list-style-type: none"> Standard rate turns Normal (30° bank) turns
7	Steep turns	<ul style="list-style-type: none"> Begin below weight-adjusted V_A <ul style="list-style-type: none"> Reduce published V_A by 2 knots for every 100 pounds below maximum weight
8	Slow flight	<ul style="list-style-type: none"> Mixture: Full Rich Cowl flaps: Open Monitor cylinder head temperature (CHT) and oil temperature. Exit slow flight if either becomes excessive.
9	Spiral tendency demonstration and recovery	<ul style="list-style-type: none"> Enter at 90 to 100 knots Allow the airplane to roll to 50° to 60° bank (do not exceed 60°) Recover at V_A or 60° bank, whichever is reached first <ul style="list-style-type: none"> Wings level Gear down as needed Power idle until in a climb attitude Normal climb attitude In recovery, forward pressure will be needed on the controls to prevent excessive pitch up and potential overstress <p>See the article "Demonstrating the Spiral Tendency and Recovery" on the ABS website Guide to Initial Pilot Checkout page.</p>
10	Stall recognition and recovery	<ul style="list-style-type: none"> Mixture: Full Rich or as required by altitude Keep ailerons neutral and ball centered prior to stall and during recovery (instructor may need to block movement of the controls)



Avionics checkout

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Save the Date!

Join us for next month's MentorLIVE, April 15th at
8:00 p.m. ET



Fads and Fallacies
Exploring and exploding
some of aviation's myths in
an entertaining style

Presented by Captain Brian Schiff
Captain for a major airline and NAFI Board Member

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Thanks for Watching!

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