UNIT 1.12 – TAIL WHEEL UNDERCARRIAGE AEROPLANE SYLLABUS

ELEMENT: 1. PRE-FLIGHT

Flying Standard	Before Solo	Pilot Certificate	Inst Rating
1.1 Considerations before start up			
• Difference in centre of gravity handling with tail wheel aeroplanes	3	2	1
• Pre-flight conducted with consideration to the tail wheel structure, condition and serviceability and the main wheel fuselage attachment points	3	2	1
• Suitable start up area	3	2	1

ELEMENT: 2. GROUND HANDLING

Flying Standard	Before Solo	Pilot Certificate	Inst Rating
2.1 Considerations on the ground			
• Directional control maintained whilst taxiing	3	2	1
• Consideration of required control column position when taxiing with headwinds, tailwinds or strong crosswinds	3	2	1

ELEMENT: 3. TAKE-OFF AND LANDING

Flying Standard	Before Solo	Pilot Certificate	Inst Rating
3.1 Normal Operations			
• Directional control maintained during power application	3	2	1
• Directional control maintained during transition from 3 point to wheeled take-off position	3	2	1
• Tail wheel authority is regained with elevator during three point landings	3	2	1
• Directional control is maintained during landing and through the roll out	3	2	1
• Directional control is maintained during touchdown in wheeler attitude	3	2	1
• Bouncing, ballooning and pilot induced oscillation is minimised, recognised and controlled during wheeler landing	3	2	1
• Directional control is maintained during transition from wheeled to 3 point landing position	3	2	1
• Weight is held on the tail wheel during the roll out with special consideration to braking	3	2	1
3.2 Rough or Soft Field Operations			
• 3 point take-off utilised for short and rough field operations	3	2	1
• Use of brake is minimised to avoid main wheel bogging on soft field during operation	3	2	1
• Short field 3 point landing is used for rough or soft landing grounds	3	2	1

-End of Tail Wheel Undercarriage Aeroplane Syllabus-