

SECTION 3.02 PILOT FLIGHT TRAINING

RISKS AND HAZARDS

1. All forms of flight are potentially hazardous. The risks and hazards associated with flying are real and all pilots and potential pilots must be fully aware of the possible risks involved.
2. All persons participating in-flight training or instruction conducted in accordance with the requirements of this manual do so at their risk and as informed participants.
3. The following information must be given to assist with informed decision making and where the person is under the age of 18, must be given to their parent or guardian in writing. Confirmation of giving this advice must be recorded in the student pilot's records:

"Persons undertaking flying training and other types of flying in recreational aircraft are advised that there are risks involved. These risks cannot be specifically quantified however; recreational aircraft used for pilot training are constructed, operated and maintained under exemptions from the regulations.

These exemptions are from the regulations that apply to CASA registered aircraft. Whilst similar rule sets apply to our organisation and replace those that we are exempt from, it must be accepted that the overall safety of recreational flying is generally below the well-known commercial air transport standards in Australia."

TRAINING

4. Flight training described in this manual and its supplements must be completed with particular regard to stalls and stalls with wing drops, along with regard for the limited flight envelope of many RAAus aircraft. Specifically, the smaller differences between stall speed and the climb, cruise and gliding speeds for some aircraft and the relatively low inertia of recreational aircraft.
5. All ground and flight training must be conducted at an approved RAAus FTS and before solo flight is allowed, the Student Pilot is required to reach the levels of competency in the elements required as indicated in the RAAus Syllabus of Flight Training. Stalls and stall recovery when a wing drops are to be conducted in accordance with the following requirements:
 - a. When the stall characteristics of the aircraft are known to be benign, straight and steady stalls may be conducted during dual flight training at a height below 3000FT AGL at the discretion of the CFI, provided the stall recovery is completed by 2000FT AGL.
 - b. In all other situations, stall recovery is to be completed by 3000FT AGL.
6. Prior to a Student Pilot undertaking a first solo flight, the applicant must have successfully completed a theory exam on Air Legislation in accordance with Unit 2.02 of the RAAus Syllabus of Flight Training.
7. Prior to the Student or Converting Pilot undertaking a flight test for the issue of a Pilot Certificate the applicant must have successfully completed all RAAus theory examinations outlined in Unit 2 of the RAAus Syllabus of Flight Training, or RAAus recognised equivalent.
8. The Head of Flight Operations may request copies of pilot logbook and/or training records in order to conduct a desk-top audit.
9. If a CFI receives a verbal or written request from another FTS for training records relating to a person who has undertaken training at their FTS, the CFI must provide a copy of all documentation, examination results and relevant information to the other FTS within 30 days.
10. Operations with the engine stopped during flight may only be conducted by a CFI or higher approval holder in controlled conditions for emergency training.