

Simwings.nl – vNAVCAD T-34 syllabus



By

Marcel “Sigma” Hendrikse

Foreword

This syllabus can be used to carry out a number of virtual flight training missions. Their contents is largely based on Stephen Gray's "*Rampant Raider*", in which he gives a detailed account of his flight training in the mid 1960s, followed by his first combat cruise to North Vietnam as part of Attack Squadron 212 (Rampant Raiders).

Flight maneuvers will be explained as detailed as possible. I do, however, recommend flying the solo flight and private pilot lessons within *Flight Simulator 2004: A Century Of Flight*. The latter is the product I used to create these missions. Take the certification ride to make sure you have a working basic knowledge of simulated flight.

You will first find explanations of all maneuvers the T-34 phase requires of the pilot in training. Next will be the pages containing the actual flights. These flights will not be on a step-by-step basis; only the topics will be mentioned and you will be required to use the maneuver explanations to carry out those flights.

You will find a lot of repetition in these virtual training missions. Reason for this is that if you want to really master the trade of simulated flight, repetition is the key to getting proficient at it.

I wish you a lot of pleasure and 'knowledge-buildup' flying these training hops. Don't hesitate to comment on them if you want to. My email address is mba@freeler.nl.

Marcel Hendrikse
December 2012

Flying the T-34

The Alphasim T-34 is not an easy aircraft to fly. The first thing I noticed is its natural tendency to bounce back up during landing. Just a mere 5 knots above the published landing speed will make it caroon off the tarmac again. This takes a bit of getting used to; as long as you keep to the numbers mentioned in the product-enclosed checklist, you should be fine.

Aerobatics are a joy to fly, although you should at all times keep an eye on your airspeed. The aircraft stalls at very low speeds (62 knots, weighing 3,600 lbs without flaps), but the airspeed can drop to those regions easily during the kind of maneuvering aerobatics brings with it.

The aircraft tends to roll out of the turn you want to make. Constant stick deflection is required in the direction of the turn; this can be eased by setting up your joystick with aileron trim buttons. I myself use a Cougar HOTAS joystick and have one of the panning controls set up to input aileron trim.

During the turn from downwind to base leg and from there to final approach, it is strongly recommended to use the virtual cockpit in order to be able to 'look into the turn'. At the same time, keep an eye on your airspeed during turns. In landing configuration at low speeds, the T-34 becomes a bit jumpy in turns and it requires practice to get that under control. **Avoid brusque movements!**

This syllabus will start by teaching you how to fly the aircraft in straight and level flight and turns. Make sure you learn well how to do that; advanced maneuvers will then be easier to coordinate.

Alphasim has included a nice checklist with their product; use it wisely and constantly!

FAM-00: Orientation flight

This flight will be the base of all FAM flights in the T-34. It will contain detailed information on all maneuvers in the FAM stage. After this flight, subsequent FAM flights will see repetitions of these maneuvers. As stated, aim is to gain substantial simulated flight proficiency. Each flight from FAM-01 will take you about 30-40 minutes to complete.

First, make sure you create a startup flight in Flightsimulator, situated at Saufley (KNUN), with the aircraft completely powered down. Each FAM flight can start from here.

The aircraft you should use, is the former Alphasim T-34, available from Flightsim.com: [t34c_fs9.zip](#). From the same site, download [t34ctaw6.zip](#) for some nice repaints.

This aircraft comes with a comprehensive checklist. Print it out, with every section on a different (A5) page for easy reference.

The use of autopilot is prohibited, unless otherwise instructed

TASK 1

Use the checklist to start up the engine

Taxi to the active runway. Maintain a maximum of 15 knots while taxiing

Carefully line up the aircraft with the runway, set the parking brakes and follow the BEFORE TAKEOFF checklist

Gradually apply full power and pull the nose up at 70-75 knots. Follow the TAKEOFF checklist, followed by the NORMAL CLIMB checklist to get to **6,500 feet**.

Level off at 6,500 feet and follow the CRUISE checklist to get to level flight. Make sure you are cruising at 160 knots and trim the aircraft to hold altitude; also hold your heading!

TASK 2

Note your heading

Initiate a left-hand, 180-degree turn, 30 degrees angle of bank. This will require some back pressure on the control stick in order to compensate for the reduced lift capabilities of the wings when they are in a turn. **Coordinate the turn: make sure you maintain 6,500 feet (+/- 100 feet), keeping the angle of bank at 30 degrees.**

When your heading is 10 degrees from your target heading, start leveling the wings gradually. Bear in mind that you must trim down, as the lift capabilities of the wings will increase when they are leveled!

**RULE 1:
INITIATING A TURN REQUIRES TRIMMING UP
LEVELING OFF REQUIRES TRIMMING DOWN**

**RULE 2:
LEVELING WINGS AT THE TARGET HEADING MUST BE INITIATED AT (ANGLE OF BANK/3) DEGREES PRIOR TO THE TARGET HEADING**

To get the hang of level turns, carry out the following sequence. After each turn, make sure you stabilize into straight and level flight before initiating the next turn.

180 degrees to the right, 30 degrees AOB (angle of bank) will be spelled as "180R / 30"

START

270L / 30

180R / 30

90L / 45

180R / 45

360L / 30

END

TASK 3

Next is the **aileron roll**. This is a simple roll about the aircraft's longitudinal axis:



Pull up the nose 10 degrees, then deflect the stick to the left.

BEWARE: Do NOT make an abrupt, full deflection! Make it a fluent motion, eyes on the horizon and try to end up with wings level

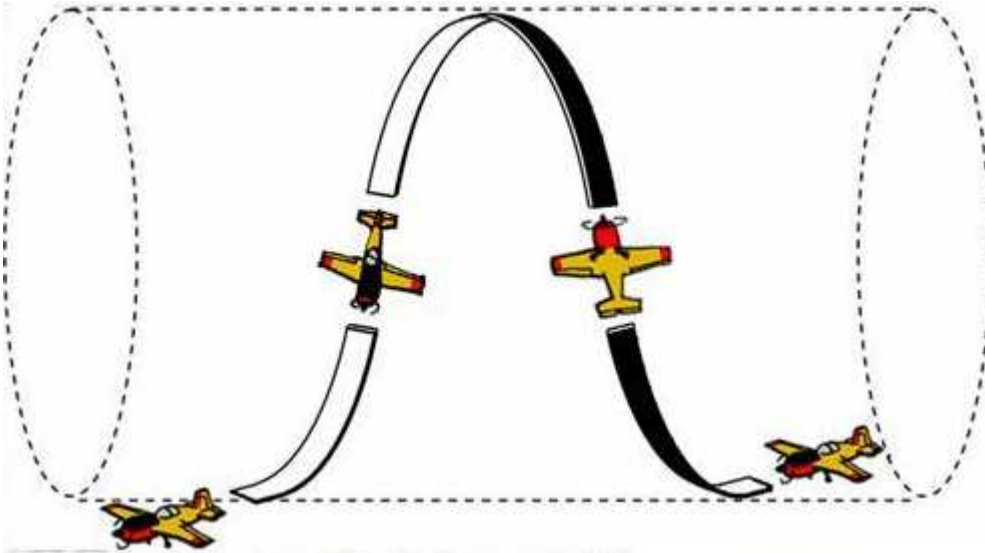
It will take some practice getting it right; you need to learn how much inertia the aircraft has in the rolling motion. As soon as you have figured that out, you can anticipate where the roll ends and how to react to that with the control stick

After the roll, your heading should be the same. Go back to the altitude at which you started the roll

Make 6 aileron rolls to get familiar with the maneuver. After 3 rolls, make a 30 degree AOB to the left until your course has changed by 180 degrees, then continue with the remaining three.

TASK 4

The barrel roll differs from the aileron roll. It has been described as a combination of loop and roll. The barrel roll involves the rolling motion of the aileron roll, coupled with no less than 0.5 G. In other words: there is back stick pressure throughout this maneuver, creating a screw-like flight path.



Make sure you have about 150 knots of airspeed. Simultaneously initiate a pitch-up and a gentle rolling motion. You should again end up at (roughly) the same altitude as you started. Be aware that airspeed will decay when moving upward and after that increase during the last part of the maneuver.

Throughout this motion, it is important to coordinate both stick and trim inputs.

Practice 2 barrel rolls, followed by a 180-degree, 30-degree AOB turn and another 2 barrel rolls

TASK 5

A stall occurs when a wing stops providing lift. Typically, situations in which the aircraft's speed is low (think of approach to landing). The lack of lift in such situations will eliminate the wing's capability of carrying the fuselage, as a result of which the aircraft will drop nose-down toward the earth. In that process, the aircraft will gain speed again and sufficient air will start flowing over the wings to allow the dive to be transferred into level flight and a (saving) climb back to altitude.

In order to be able to react properly to a stall, flight training includes causing one and getting out of it in one piece.

First review the aircraft's checklist (included in the download file). You will find that the aircraft's stall speeds at 3,600 pounds of total weight are 62 KIAS in clean configuration and 57 KIAS in landing configuration. The weight is important: the heavier an aircraft is, the higher its stall speed will be. A pilot's operating handbook for a type will typically contain an elaborate table that states which stall speeds (and at which configurations at predetermined weights) will apply.

Make sure you are at 6,500 feet in straight and level flight.

Gradually pull back the throttle to idle. Speed will decay. Watch the vertical speed indicator; it will indicate a descend. **Maintain altitude!**

As a result of the decreasing speed, you will have to pull back on the control stick every increasingly in order to maintain 6,500 feet. At one point, the control stick will not be able to come back any further and the aircraft will stall. **See if you can determine the stall speed.**

The moment the stall occurs, release the stick. The nose will drop down and the aircraft will again pick up speed. Once above 80 knots, gently pull back to level flight.

Note how much altitude you have lost and remember: landing patterns generally are about 700 feet high.

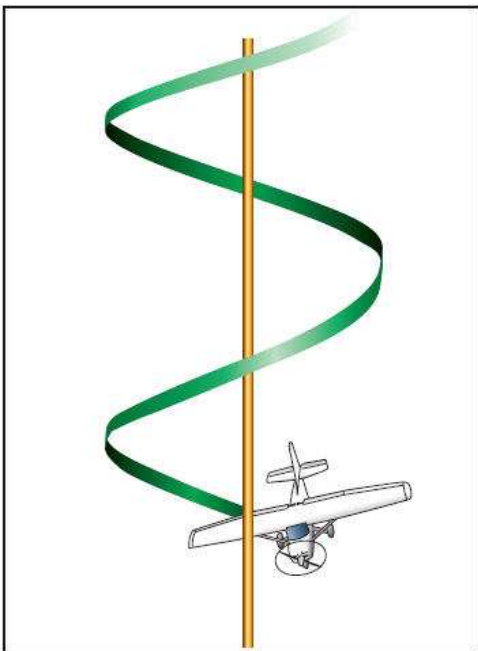
Climb back to 6,500 feet and carry out 3 more stalls.

Practicing stalls throughout this training should make your reactions to a stall (and spin!) situation swift and automatic. Once an aircraft stalls, you don't have time to think; you will need to act!

TASK 6

Next to the stall, the spin is another dangerous situation a pilot can find his aircraft in. A spin occurs when an aircraft stalls at the moment the pilot applies lateral-directional (=sideways) control movement, such as rudder input during the coordination of a turn.

See below for a depiction of what a spin looks like.



The spin, too, is a situation that a student naval aviator will have to be able to deal with, without having to think twice about which actions are required to get out of the spin.

In order to induce a spin actively, make sure to initiate it at at least 5,000 feet.

Start a nose-up attitude with the power to idle.

The moment the aircraft stalls, apply full left stick and apply full left rudder.

The aircraft should stabilize in a steep, nose-down spiraling movement, rotating to the left.

Now let go of the control stick and center the rudder. This will simulate you letting go of all aircraft controls, putting your feet on the floor of the T-34 cockpit. This is the textbook action to end a spin in a T-34.

IMPORTANT: spins must be initiated while the aircraft is pointed toward a prominent mark in the landscape (bridge, hill, tower, junction, etc., on the horizon), so the instructor knows that after 2 full spins the student has managed to recover. Two turns is the most students are allowed to spin an aircraft before recovering.

TASK 7

The skidded turn stall is an ever-present danger in the final stages of a flight: the landing. More specific: during the turn from the base leg to the final approach. In order to avoid overshooting the final approach heading (ending up too far to the left or right of the runway direction), pilots may be tempted to tighten their turn. The low speed in landing configuration in combination with the unconsciously use of extra rudder in attempt to turn tight will make the turn a skidding one. Stalling is a very real danger and the stall plus the skidding effect will flip the aircraft upside down.

Carried out at altitude, this maneuver will drop an aircraft down with the luxury of having time to recover. In the traffic pattern, where the altitude is a mere 600 to 700 feet, the skidded stall is nearly 100% fatal.

Inducing the skidded turn stall is done by first making sure you have at least 6,500 feet of altitude. Put the aircraft in a sharp bank (45-60 degrees angle of bank) to the left and idle the throttle. Add extra left rudder and watch the aircraft's reaction.

Recover by centering the rudder, and applying addition control inputs as well as power. Go to straight and level flight.

How much altitude did you lose? Hopefully, now you know that it is of the highest importance to always keep an eye on your airspeed while flying the pattern, where both altitudes and speeds are relatively low!

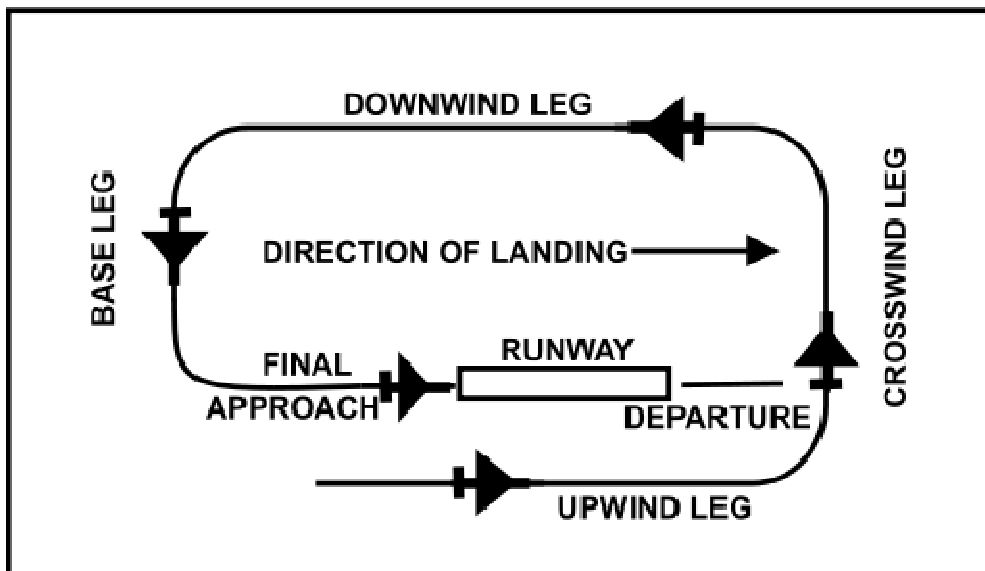
TASK 8

This will be your first attempt at landing the T-34. On touchdown, however, you will not carry out a full-stop landing. Instead, you will add power and take off again, then fly around the traffic pattern and repeat this.

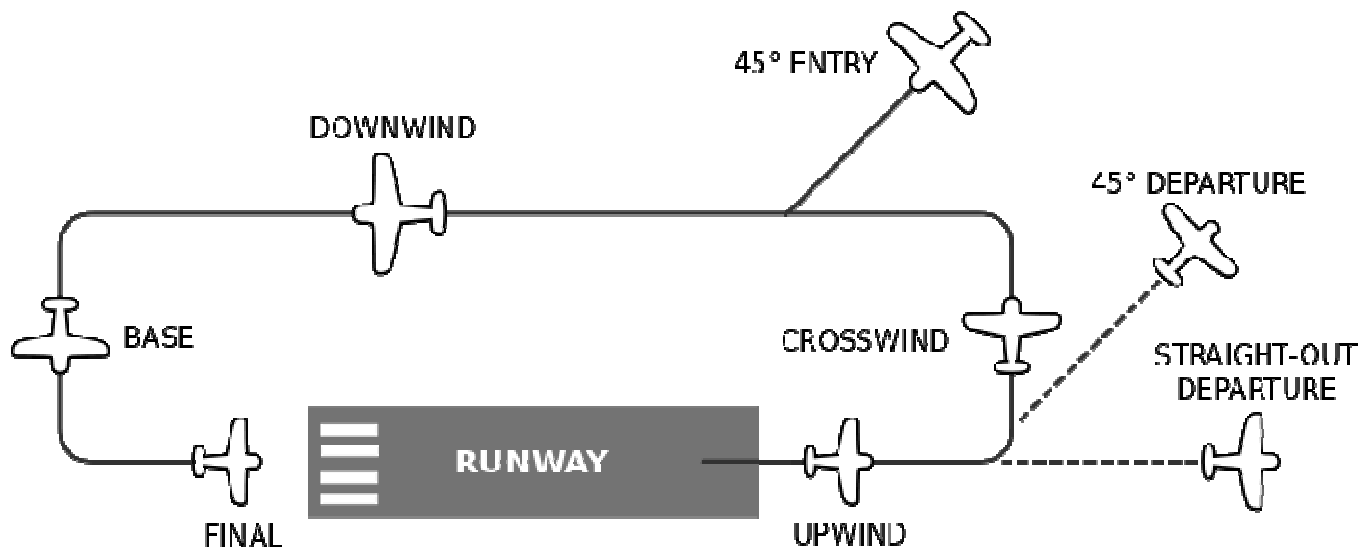
What is the traffic pattern? If you have taken the FS2004 flight lessons, you will be familiar with the phenomenon. The traffic pattern is a designation for the route that aircraft are obliged to fly within the confines of the airport's airspace. It consists of a rectangular path, each leg having its own name to designate the position relative to the active runway.

See the diagram on the next page for an overview.

(SOURCE: FAA AIM via Wikipedia)



Entering and leaving the traffic pattern is also subject to rules. Below is an overview of the ways a traffic pattern can be entered or left:

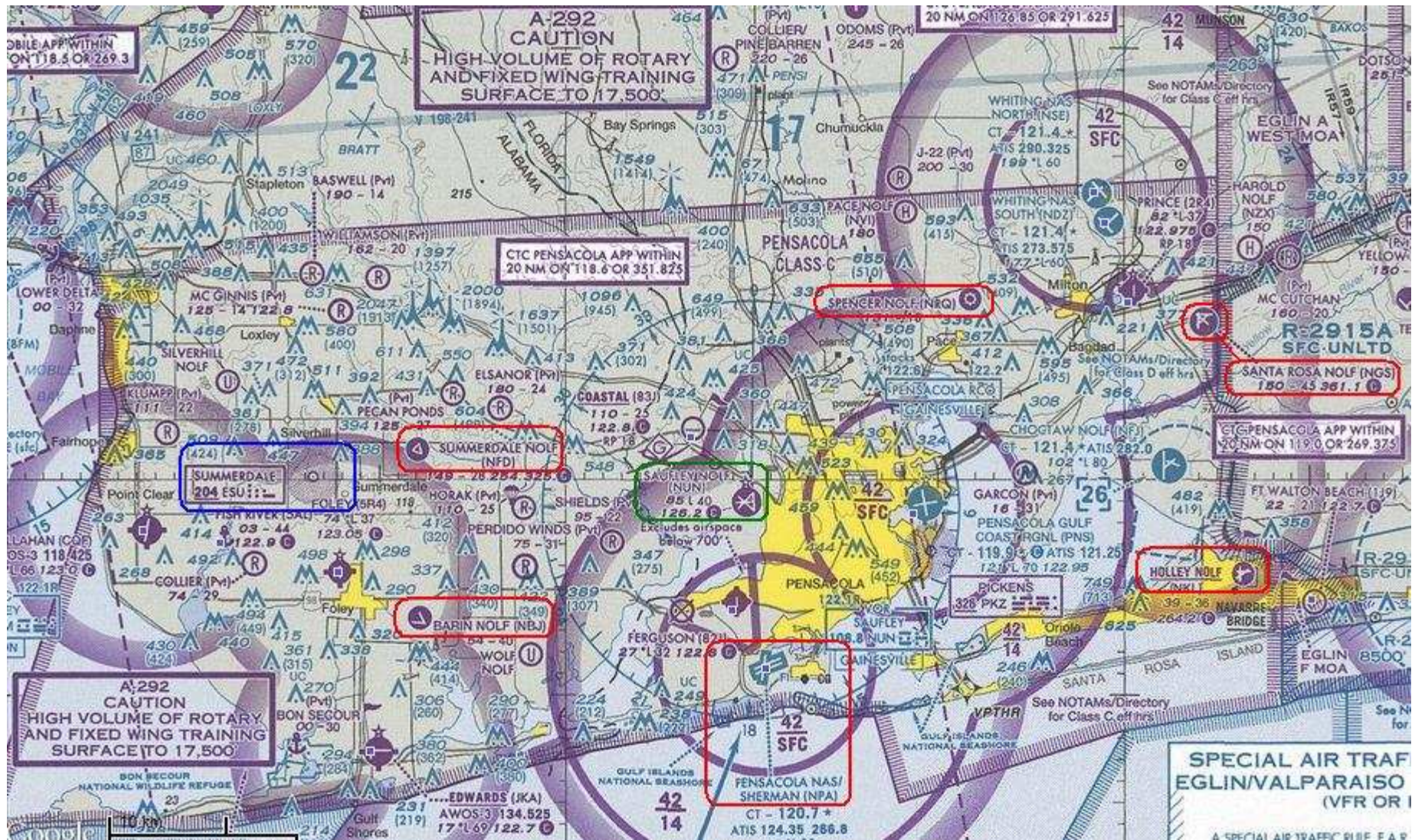


The next page contains a map of the area around Saufley NOLF (KNUN).

Other NOLFs (Naval Outlying Field) have been marked in red, Saufley in green and the NDB of Summerdale NOLF in blue.

For your pattern practice run during this flight, select Summerdale NOLF as the area where you are going to work on your touch and go technique. Set your ADF to 204.0 and fly directly toward it. Summerdale (designator KNFD) is a couple miles to the east-northeast.

The runways at Summerdale are in a triangle.



Depending on the prevailing wind, you will have to turn to enter the traffic pattern at Summerdale. Important elements to consider

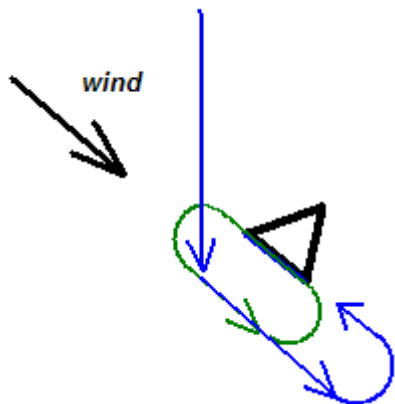
- the direction you are flying in order to get to Summerdale
- which runway - based on the wind direction - is the active one
- their relation

In this example, you're coming from the East, while the active runway is the North-South runway:



Note the green traffic pattern. In this case, it is simply a matter of changing course to intercept the final heading to the active runway

Next, a situation with the same prevailing wind, approaching from the North this time:



Note the flight path: passing the active runway, entering the pattern with a left-hand turn toward final approach.

Now make sure you have descended to 650 feet and go through the BEFORE LANDING checklist. Turn your aircraft to setup for landing on the active runway at Summerdale.

DOWNWIND LEG: gear down, flaps as desired

BASE LEG: gradual descend, bringing you at 450 feet when you are 90 degrees off final heading and 300 feet when rolling wings level on final approach

Go through the NORMAL LANDING checklist, skip the last two items and go to the BALKED LANDING (GO AROUND) checklist. "Safe altitude" on the latter is 650 feet.

COMMENTS ON LANDING THE T-34

Landing the T-34 occurs at very low speeds. That's the reason you've been acquainted to stalls and spins prior to having a go at a real landing. Keep an eye on your airspeed throughout the pattern, final approach and landing!

When touching down, DO NOT OVERCONTROL. What would "overcontrol" be? Raising the nose of the aircraft too much. It will set the wings at an angle of attack that could lift your aircraft up instead of gently putting it on the tarmac.

Watch the VSI: touch down from a flare (gently pulling up the nose just prior to landing, at idle power) at 200-300 fpm. It is very easy to overcontrol. The runway is rushing up to meet you and your natural reflex would be to pull back on the stick. In fact, this is what you SHOULD do in order to get the main wheels on the ground first. However, you should develop a feel for the aircraft that allows you to lift the nose up a bit, without breaking the descend, bringing the main wheels neatly onto the runway.

Remember: flying (and, yes, that includes the landing!) is a constant series of corrections and control inputs. The flyer's art is to keep AHEAD of your aircraft and feed in corrections before the aircraft has the opportunity to 'go its own way'!

Carry out three touch and go's, then proceed back to Saufley NOLF.

TASK 9

You are fresh on the subject, so you have the aircraft. Enter the Saufley pattern and land on the active runway.

Taxi back to the platform, park and shut down the aircraft and systems, using the AFTER LANDING and SHUTDOWN AND SECURE AIRPLANE checklists.

Welcome back to Saufley!

I hope you enjoyed this rather elaborate mixture of flight and instruction. Your next challenge will be FAM-01, in which we are going to concentrate on 4 more aerobatic maneuvers and start refining your landing skills by simply make a large number of touch and go's.

Four more aerobatic maneuvers will be added to the curriculum. After you have been introduced to them and have executed them a couple of times, we are going to proceed to a NOLF to brush up on landing technique, making touch and go's. The flight will be concluded by entering the Saufley pattern and landing safely, then taxi back to the platform.

TASK 1

Take off and climb to 6,500 feet. Level off, 150 knots.

The Split-S is a maneuver that involves making a half roll and pulling back on the stick, into a descending half-loop. The aircraft ends up at a lower altitude, flying in the exact opposite direction.

Start the maneuver at 6,500 feet, flying at a cardinal heading (that is: due North, East, South or West).

Make a half roll and once inverted, pull down the nose. Watch the compass, then the VSI: level off as soon as possible. If you started this move while heading North, you should now be flying due South.

CARRY OUT 3 SPLIT-S's. MONITOR ALTITUDE AND THE LOSS THEREOF AFTER EACH SPLIT-S; CLIMB BACK UP IF YOU END UP BELOW 3,000 FEET BEFORE EXECUTING THE NEXT SPLIT-S.

TASK 2

Starting at 6,500 feet and again a cardinal heading, full throttle and pick up speed. Push the aircraft, until the airspeed indicator is near the maximum, then pull back on the stick. Maintain 3 to 4 G's.

Once you are inverted, wings level, with the nose 10 degrees above the horizon, roll upright and level off. You are now flying in the opposite direction, at a lower speed and a higher altitude.

CARRY OUT 3 IMMELMANS. MONITOR ALTITUDE CHANGE AND KEEP YOUR SPEED IN THE 'FLYING ZONE'; AVOID STALLING!

TASK 3

The wingover is an interesting, yet difficult, maneuver that involves the aircraft changing course by 180 degrees in the vertical plane.

First requirement is a lot of airspeed. Pull up the nose to 90 degrees angle of attack, meaning the nose of the aircraft points straight up. You are basically executing ¼ loop. When the aircraft is on the verge of stalling, apply full right or left rudder.

This will cause the aircraft to change course in the vertical, moving the nose from straight up to straight down. From that point, the aircraft will drop down and airspeed will pick up. When above 90 knots, start a controlled pull-up out of the dive, into straight and level flight.

CARRY OUT 3 WINGOVERS, EACH TIME STARTING AT 6,500 FEET AT A CARDINAL HEADING SO THAT IT IS EASY TO DETERMINE WHICH COURSE YOU SHOULD TURN TO.

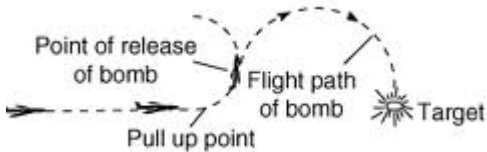
TASK 4

The Half Cuban 8 is very much like an Immelmann, with the difference that the HC8 goes further. Where the Immelmann ends, the HC8 continues down again.

Start at high speed, pull up and continue pulling until you are 40 degrees nose down and inverted.

Now roll upright and pull up into straight and level flight.

The interesting thing about this maneuver is that it could actually be used to toss a bomb into a parabolic trajectory, while the aircraft immediately escapes the target/impact area :



CARRY OUT 3 HALF CUBAN 8's, EACH TIME STARTING AT 6,500 FEET AT A CARDINAL HEADING

Now it is time to proceed to a NOLF in order to start perfecting your landing technique

Consult the map. Proceed to either Barin NOLF or to Summerdale NOLF.

Check the weather conditions. Where is the wind coming from? You know aircraft need to land 'upwind', so which runway is it going to be? Are you current on pattern entry theory? Do you have the appropriate checklist readily available?

EXECUTE 4 TOUCH AND GO'S THEN PROCEED BACK TO SAUFLEY, USING THE CORRECT CHECKLISTS FOR EACH REMAINING PHASE OF THE FLIGHT

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. aileron roll
2. barrel roll
3. loop

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. aileron roll
2. loop
3. Immelmann
4. Wingover

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. barrel roll
2. half Cuban 8
3. Split-S
4. Loop

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Power-off landing

As from FAM-05, an additional element will be added to each T-34 flight: the power-off landing.

This simulates the instructor pulling back the throttle to idle in any stage of your flight, forcing you to immediately initiate a procedure to safely land.

Now, where do you land? There's a catch: an instructor expects you to keep ahead of the aircraft in all manner thinkable and that includes emergency situations! So the moment the instructor idles the engine in mid-air, he will have already spotted the spot in the landscape below where he expects you to aim for.

It is your responsibility to think of the same spot or at least one very near to it!

Remember that anything that flies, lands into the wind in order to reduce ground speed, so you should be aware of the wind direction and be ready to turn into it when you are forced to land.

The forced-landing procedure:

- Mixture "RICH"
- Magnet switch to "BOTH"
- Fuel pump "ON"
- Fuel tank selector "BOTH"
- Prop full increase
- Optimum glide speed: 90 knots

If there is one procedure you should know by heart, it's this one.

As of FAM-05, the curriculum will include 1 forced landing per flight

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. Aileron roll
2. Loop
3. Immelmann
4. Wingover

EMERGENCY DRILL:

1 power-off landing

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. Aileron roll
2. Loop
3. Half Cuban 8
4. split-S

EMERGENCY DRILL:

1 power-off landing

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. Aileron roll
2. Barrel roll
3. Immelmann
4. Half Cuban 8

EMERGENCY DRILL:

1 power-off landing

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. Barrel roll
2. Split-S
3. Immelmann
4. Wingover

EMERGENCY DRILL:

1 power-off landing

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. Aileron roll
2. Half Cuban 8
3. Immelmann
4. Wingover

EMERGENCY DRILL:

1 power-off landing

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. Barrel roll
2. Split-S
3. Loop
4. Wingover

EMERGENCY DRILL:

1 power-off landing

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

IMPORTANT:

FAM-11 is the last flight before your PS-12 flight (see next page). By now, you should have gained considerable experience and aptitude, at least enough to make you 'survive' PS-12. Any topics you still have difficulties with, should be addressed in this flight.

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

ANY

EMERGENCY DRILL:

1 power-off landing

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

PS-12 is the **pre-solo** checkride. This checkride should demonstrate to the instructor that you are capable of piloting the T-34 on your own in a safe manner. The instructor must have the strong indication that you would survive an emergency situation while flying alone and that you are familiar with all procedures.

To that end, you will first fly as normal – so with the instructor seated next to you. Once you have shown sufficient proficiency, the instructor will ask you to land the aircraft at a NOLF and exit the aircraft. Then he will watch you as you fly 3 approaches and touch and go's.

Finally, you will again land, pick up the instructor and return to Saufley.

If the instructor give you a pass on this flight, you are allowed to fly subsequent FAM flights solo. FAM-13 will then be your first 100% solo flight

TOPICS :

- taxiing and takeoff
- climb to 6,500 feet
- **simulated engine failure on climb-out (below 2000 feet)**

AEROBATICS :

1. loop
2. barrel roll
3. wingover
4. aileron roll

NAVIGATION & LANDING PROFICIENCY :

Proceed to Summerdale NOLF or Barin NOLF

Make 2 touch and go's

Full stop landing, 1 minute interval (instructor exits a/c), taxi to active, take off

Make 3 touch and go's (with instructor watching)

Full stop landing, 1 minute interval (instructor enters a/c), taxi to active, take off

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

1. Barrel roll
2. Split-S
3. Loop
4. Wingover

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

ANY

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

ANY

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

ANY

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- level and climbing turns (30 & 45 degrees AOB)
- stall & spin

AEROBATICS:

ANY

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make at least 3 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

Review checklists and procedures first

FAM-18 will be the last T-34 flight. An instructor will accompany you, as FAM-18 is considered a review flight. Basically, it is an easy flight as by this time you will have the T-34 under control pretty good. The instructor is there to ascertain that you are ready for the T-2 stage.

FAM-18 will see some basic air work, any aerobatics you desire and 2 touch and go's. When this flight is over, you will walk away from a T-34 as a student for the last time. After this flight, your next stop will be NAS Meridian, Mississippi, where you will encounter your first jet: the Rockwell T-2 Buckeye.

TOPICS:

- taxiing and takeoff
- climb to 6,500 feet
- straight and level flight (use landmarks for turning points)
- stall & spin

AEROBATICS:

ANY

NAVIGATION:

Proceed to Summerdale NOLF or Barin NOLF

Make 2 touch and go's

Return to Saufley: pattern entry, approach, landing, taxi in, shutdown

THIS CONCLUDES PRIMARY FLIGHT TRAINING**TOTAL HOURS LOGGED:** _____
