

Dual Checks for Super Decathlon VH-UPG

General

Just some notes on the typical content of dual checks required for solo flying of VH-UPG. The initial check would apply to a pilot who had previously undertaken training in tailwheel and aerobatics on a Super Decathlon with the extended landing gear and a maximum weight of 1950 lb.

Transition from types and other model Decathlons would require additional flight exercises.

Regardless, I want to see a completed Endorsement Questionnaire for everyone.

Initial Check

- Capture details, licence endorsements and currency etc including the following. This information is captured by the online booking system at <https://www.flightcircle.com/>
 - ARN, pilot licence
 - Medical
 - AFR
 - ASIC
 - Manual propeller pitch control
 - Tail-wheel landing gear
 - Spin
 - Aerobatics
- Access to <http://ozaeros.net.au/> website including holding of aircraft documents (some pages are protected by a password). Some documents are also stored on <https://www.flightcircle.com/>
 - Checklist
 - Pilkington's Super Decathlon Operating Notes
 - Approved Airplane Flight Manual
 - Operating Manual
- Knowledge of operation of Super Decathlon VH-UPG
 - Review Endorsement Questionnaire – if not available or not done then a new one is to be provided for review.
 - Refer specifically the Pilkington Operating Notes including:
 - Oil to use
 - Leaning on ground and in flight
 - Technique for short field landings and distance required
 - Power setting for climb, aerobatics, cruise and descent
 - Counting aerobatic time for component fatigue life
 - Limitations associated with Manoeuvre Speed - what is it?
 - max control application below V_A ?

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- G limitations
 - 8KCAB SL 445 Aerobatic Maneuvering and Aileron Application
- Prohibited manoeuvres plus snap/flick rolls
- Operation of the MT propeller – throttle response, gravel and rain
- Ground handling including use of tow bar
- Securing the harnesses in flight
- Securing the aircraft on the ground – pitot tube cover, vents and controls. Tie-down if required.
- Aviation security regulations.
- Hangar protocol at Moorabbin
- Approval is required for flights away from Moorabbin. A fly-away kit, including mixture lock, tie-downs, portable GPS and fuel carnet cards, is available.
- Key knowledge of aerobatic operations including:
 - Spin recovery technique – refer the manuals
 - Weight and fuel limits – refer the AFM and SL 448
 - Techniques for the aerobatic manoeuvres to be flown – refer the manuals

Refer to the book Aerobatics Down Under – a free Kindle version provided to all.

Finally, complete a flight check as appropriate for experience, currency and scope of operation.

Currency Check

- 90 day checks on Super Decathlon VH-UPG by an instructor authorised on the insurance policy (note: after an initial tailwheel endorsement the first dual check should be at 45 days unless satisfactory solo circuits are completed)
- Typically a circuit flight check and knowledge check of items from the initial check above

Regulatory Requirements

Refer 61.375, 61.380 and 61.385. Note especially:

“(1) The holder of a pilot licence is authorised to exercise the privileges of the licence in an aircraft only if the holder is competent in operating the aircraft to the standards mentioned in the Part 61 Manual of Standards for the class or type to which the aircraft belongs, including in all of the following areas:

(a) operating the aircraft’s navigation and operating systems;

(b) conducting all normal, abnormal and emergency flight procedures for the aircraft;

(c) applying operating limitations;

(d) weight and balance requirements;

(e) applying aircraft performance data, including take-off and landing performance data, for the aircraft.”