

Tail Wheel Aircraft Transition

Tailwheel training should typically consist of several flights covering a range of conditions and many many landings.

Pre-Flight Ground Training

- ☐ FAR 61.31, 61.57
- ☐ Tailwheel benefits and drawbacks
- ☐ Airplane similarities and differences
- ☐ Main gear, tailwheel and CG
- ☐ Tailwheel steering system
- ☐ Left turning tendencies
- ☐ Weather-vaning tendencies
- ☐ Nose-over tendencies
- ☐ Ground looping tendencies (inertia)
- ☐ Porpoising tendencies
- ☐ Takeoffs:
 - ☐ *Rudder effectiveness and technique*
- ☐ Landings
 - ☐ *Energy Management*
 - ☐ *Landing types*

Phase 1

Capable, but not precise

Intro	Review	Pro	
			Preflight Inspection/ Tailwheel specific
			Taxi Procedures and Runup
			Normal Takeoff and landing (3 pt)
	— — —	—	Normal Landings (Wheel)
			Slow Flight
			Stalls (Power on and Power off)
			Go-Arounds
			Bounce Recovery

Phase 2

Adding Precision

Intro	Review	Pro	
			High Speed taxi / tail practice
— —			Normal Landings (Wheel)
			Short Field Takeoff and Landing
			Soft Field Takeoff and Landing

Review Ground Training

- ☐ Three point vs Wheel Landing purposes
- ☐ Weight and Balance impacts
- ☐ Short and Soft Techniques
- ☐ Brakes and high performance operations

Phase 3

The Hard Stuff

Intro	Review	Pro	
			Crosswind Takeoff and landings
			Crosswind taxi procedures
			Night takeoffs and landings

Logbooks and Follow Up

- ☐ Tailwheel endorsement
- ☐ Review deltas compared to OTHER tailwheel aircraft
 - ☐ *High vs low power, Light vs Heavy*