



AIRCRAFT SIMULATOR TRAINING, 3242 S. WATER ST., BURNET, TEXAS 78611

TWIN ENGINE INITIAL/RECURRENT TRAINING SYLLABUS COMPLETION

The following training syllabus was used for Twin Engine Initial Training or Recurrent Training. Recurrent is completed in two days, Initial is completed in three days, plus half a fourth day, if needed.

INTRODUCTION AND OUR GOALS.

Evaluation of pilot's knowledge base of the aircraft and operating procedures both in the simulator and their knowledge of regulations.

Simulator evaluation (To determine pilots instrument skills).

Instrument scan, attitude instrument and partial panel, basic approaches.

Open discussions of the knowledge areas as the pilot sees them.

Power plant, prop, and associated equipment.

Fuel system.

Fuselage.

Electrical.

Avionics.

Pressurization (if required for the model).

Gear, brakes and tires.

Hydraulics (if required for the model).

Electromechanical systems (gear, flaps if required for the model).

Other miscellaneous equipment.

Preflight inspection and walk around with emphasis on certain items.

High altitude operations as they understand it. Safety checks of back up oxygen.

Emergency procedures discussion while on the runway and after liftoff and during cruise.

Introduction to engine loss shutdown procedures - A BETTER AND SAFER WAY TO DO IT.

ATC communications during an emergency and how it is “your show to get down safely.”

SIMULATOR

Introduction.

Familiarization of the simulator and the specific aircraft.

Pilot evaluation of skills in the simulator.

VMC SKILLS

IMC SKILLS

Check List - Double check items.

Flight profiles.

Review of systems from morning discussion. (Sim)

Power plant, prop and associated equipment.

Fuel system, regular operation and emergency.

Discussion of normal take off procedure from the pilot's point of view. (Sim)

Normal take off, climbs, power reductions.

Speeds for maneuvers.

Procedures for landing, gear operations, flap operations.

Emergency procedures as understood by the pilot.

SIMULATOR

Preparation for takeoff - aborting the take off - what to look for. (Repeated).

Takeoff - engine failure on takeoff (Repeated).

Climb out - power reduction.

Emergency after climb out in VMC condition (Repeated).

Emergency after climb out in IMC conditions (Repeated).

Engine loss and heading and vertical speed control.

Repeated until Pilot controls heading, speed loss and vertical speed.

The four steps to “stabilize” the aircraft after engine loss (Repeated).

Turns on one engine under VMC - which direction is best.

Long approaches on one engine - return to airport.

Speed Control - gear first for “keeling affect.”

Speed Control - flaps shortly before landing - “Throwing out the Anchor.”

Touch down and engine shut down to prevent yaw on roll and securing engine.

Part 61, Part 91 and NTSB Regulations.

Legal ramifications of operations - Attorney Rick McGuire.

Requirements of flight reviews.

Approaches.

SIMULATOR

Loss of control - stalls - spins - slow flight.

Flight parameters of angle of attack (AOA instruments) and why critical airspeeds are not always right. Learning to crosscheck gauges.

Emergency procedures – checklist.

System failures.

Engine Loss – IMC.

Heading, vertical speed, airspeed verification

Numerous approaches under IMC - precision and non-precision approaches.

Night approaches - VMC and IFR

Emergency systems review

Gear failure - engine fire - loss of electrical

Instrument flight review regulations.

SIMULATOR

Takeoff - engine loss.

Climb out - low altitude engine loss - heading, vertical speed, and altitude control.

Engine loss - heading, vertical speed altitude control – approach.

Gear Failure - engine fire - loss of electrical.

Night Approaches - VMC and IFR

Evaluation and completion certificate, logbook endorsement

PILOT: Blake Christie

LICENSE NO:



AIRCRAFT: Baron 58P

INSTRUCTOR



CFII- MEI

Exp: 10-31-2023

DATE: 03/14/2023

SIM: PRECISION 6DOF
MFD AATD