

Brazy Doug

From: John Cook [REDACTED]
Sent: Thursday, March 3, 2016 4:52 AM
To: Brazy Doug
Subject: pilot training

Morning Mr Brazy

December 21st Britt and Mr Coalson came to Deland for ground school on the Turbine and prop. We spent time in the turbine shop explaining the operation and working of free wheeling Turbines and the ease of damage that can be caused by naturally aspirated piston engine pilots. We also spent time with the difference between single and double acting propellers. We had a turbine on the test stand and spent time with auto starts, manual starts, hot starts, cold cycles, emergency procedures and ISOL operation. We also spent time on smooth and continues acceleration to and from power. Most the training was done with Mr Coalson that already had experience on Turbines and Jets.

January 6th and 7th Mr Coalson came to Deland for flight training. A total of nine hours was done that included lots of slow flight accelerating and decelerating for rudder control, slow flight clean and with gear out, climbing and descending turns maintaining airspeed. Approach to land with go rounds. Steep turns accelerating and decelerating maintaining altitude that is difficult in these aircraft with all the torque. Climb to altitude, accelerate and descend. Commercial Chandelles and lazy eight maneuvers. Emergency descends incase of depressurization. Emergency gear extensions. Engine out procedures feathered with gliding at 120 knots. FCU failure and operation of ISOL bypass valve. Unfeathering of prop inflight. Normal landings, short field landings, short field take off. Go around aborted landings, stop and goes.

One flight was done with full main tank fuel and Mr Britt in the back at max rear CG. We discussed if belly and rear tank is full to treat it as a two seater aircraft and no weight in luggage compartment.

Airframe flight characteristics with debriefing and ground was done before and after every flight.

No inflight shut down and restarts were done, I normally do this after the pilot has 50 to 100 hours flying time on the Walter.

Mr Coalson was an exceptionally good pilot and did suggest he get some right seat time to do instruction on Turbine Lancair's as shortage of instructors. My recommendation is that Instructors need right seat time with an instructor on the left seat.

Mr Coalson did not have his logbook present and could not sign him off or issue him with a certificate.

I was aware that Mr Coalson was giving Britt instruction but was never approved by me. I did warn Mr Coalson after gear door damage and near loss of control on one takeoff not to get the aircraft airborne at to low a speed and be ready with rudder control. This is a normal event commonly happening during training and always ready for it with with feet on rudder and hand close to the control stick.

Mr Britt needed a minimum of 25 hours dual, he only had naturally aspirated time with no pressurization, turbine or jet experience. We were discussing a suitable time for one week of instruction.

I hope this will be of some help.

Best regards
John Cook

Sent from my iPad

On Mar 2, 2016, at 5:34 PM, Brazy Doug [REDACTED] > wrote:

Hi John,

When you get a few minutes, would you please jot down what you can recall from the training you did with Mr. Coalson?

When it was, how many hours, brief summary of what you covered, did he plan on coming back for more training? What the plan was for Mr. Knight's training – was the intent that he was going to get it all from Mr. Coalson etc)... the part about all of Coalson's training was left seat (did you suggest that he also get some right seat instruction, did he plan to etc, also do you see that as a potential issue?) I have the basics in my notes but something written from you would serve us better.

Also would you ask Quentin to jot down what those last maintenance items were and the background behind them (I think it was just the starter/generator and the nose gear door(s)? Correct? Was there anything else since the purchase?

Thanks!

Doug

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From: John Cook [REDACTED]
Sent: Tuesday, February 09, 2016 19:07 PM
To: Brazy Doug
Subject: Fwd: syllabi

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