

Olde Thyme Aviation TAILWHEEL INSTRUCTION



Training Towards the Tailwheel Endorsement

1. Unless you have logged Pilot in Command (PIC) time in a tailwheel aircraft prior to April 15, 1991 you must undergo a training program and receive an endorsement from a Certified Flight Instructor (CFI) in your logbook testifying to your completion of the program.
2. The pilot in the training program for a tailwheel endorsement must demonstrate proficiency in three areas as a minimum: (14 CFR 61.31(i))
 - a. Normal 3 point and crosswind takeoffs and landings.
 - b. Wheel Landings.
 - c. Go-around procedures.
3. Our training program at *Olde Thyme Aviation* will include additional training to include basic flight characteristics and procedures of the aircraft to be used in training and emergency procedures and considerations when flying a tailwheel aircraft. Since many tailwheel aircraft do not possess wing flaps, we will train and use the slip method of controlling a decent and landing. Further the Pilot in training should expect that all landing practice will be to a full stop, or stop-and-go on longer runways where and when permitted, since this is required by the Federal Aviation Regulations (14 CFR) for currency. (14 CFR 61.57 (ii))
4. All lessons are “To Proficiency”. That is to say that each trainee has a different learning curve based on experience, total time, and ability. So, each lesson could take one or multiple flights to complete and is strictly based on the trainee’s progression toward the standards.



\$175/hour Citabria
\$145/ hour J3 Cub (170lbs max)
Plus
\$60/ hour Instruction

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