



Rusty Wings

As per the CARS 421.05 Any pilot who has not acted as pilot in command in the prior 5 years must undergo a flight review with a license flight instructor.

(a) the flight review shall include all items normally covered during the flight test for the issue of that permit or licence,

(b) the flight instructor completing the flight review shall certify in the holder's personal log that the skill requirement has been met, and

(c) the holder shall successfully complete the written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, *Air Regulations* (PSTAR)

The following is the proposed guide line to ensure that the rusty wing pilot obtains enough training for a student and the instructor to feel comfortable and confident to allow that pilot to act as PIC again. The pilot must be able to perform to the flight test standards. The number of flights required may increase depending on the strength and currency of the rusty wings pilot, the instructor will use their discretion accordingly.

First mission: ground review

1. This booking is to familiarize the rusty wing pilot with the flying club rules and regulations, review the walk around, weight and balance, sign out procedures, and a basic ground brief review of the area they will be flying in and a few upper air exercises if time (1-9S, 11,12). This briefing will also allow the instructor to analyze the experience of the pilot. (not flown for 12 years vs 5 years etc)

TIME 1.5 Ground

Homework: Review procedures for ex. 1-9, 11, 12

Second mission: first flight- practice area

2. This flight is mostly about getting the pilot back into the aircraft and re-familiarizing themselves with the airplane. During this flight the student will be asked to navigate to and from the practice area, do a few basic radio calls, and perform exercises 6-9 basic and various. Depending on the strength of the pilot they may also be asked to perform exercises 11 and 12 power on and power off. If these exercises are not completed to a safe standard in the views of the instructor more flights may occur prior to moving on.

TIME 0.3 ground 1.3 flight

Home work: Review procedures for ex. 9S, 14, 15, 22



Third mission: flight to practice area

3. This flight should be continuing to restore the pilot's confidence in the aircraft. Out to the practice area for exercises 9S, 14, 15 and if time and strength 22. Navigation and more radio's included in the pilot's work load. Again the exercises must meet a safe standard prior to moving on to the circuit.

TIME 0.3 ground 1.3 flight

Home work: Review procedures for ex. 16 – 18, POH emergencies, NORDO, RWY changes, overshoots.

Fourth and fifth mission: circuit flights

4. During this flight the pilot will navigate out to CZVL or CFB6 to do some basic take off and landing exercises. This may also be done at CPL6. Depending on the strength of the pilot the instructor will challenge the pilot with unusual circuit procedures, runway changes, emergency procedures, and simulated engine failure in the circuit. If these are not all completed to standard in the first flight there will be another flight needed prior to moving on to specialty take offs and landings.

TIME 0.3 ground 1.3 flight

Home work: Review procedures for ex. 16 – 18, POH emergencies, NORDO, etc.

5. The next flight in the circuit will continue to refresh the pilot with cross wind landings and again depending on the strength of the pilot soft and short field procedures will be done as well. If the pilot is not ready for these there will be another circuit flight.

TIME 0.3 ground 1.3 flight

Homework: Review procedures for ex. 16 – 18, POH emergencies, NORDO, etc.

Sixth mission: Solo circuits

6. Once the Instructor is confident in the pilot's aircraft handling abilities they will be sent solo for a flight of circuits at either CPL6, CZVL or CFB6.

TIME 0.3 ground 1.3 flight

Homework: Review procedures for ex. 9S, 11,12, and 23 Diversions



Seventh and Eight mission: Review of basic navigation, Ex 9S, 11,12 and ex 23 Diversions

7. This flight is to get the rusty wings pilot more confident in his/her abilities and back into navigation. This flight will consist of the rusty wings pilot navigating out to the practice area with a review of ex 9S, 11, 12 and then the procedure for diversions. By the end of this flight the rusty wings pilot should be up to flight test standards for the named procedures. If not another flight may be required.

TIME 0.4 ground 1.3 flight

Homework: Review procedures for ex. 9S, 11,12, and 23 Diversions

8. Once the Instructor is confident in the pilot's aircraft handling abilities they will be sent solo for a flight of 9s, 11, 12, and 23 diversions.

TIME 0.3 ground 1.3 flight

Homework: Review procedures for ex. 23 navigation. Routing should be given from instructor for rusty wings pilot to prepare for.

Ninth and Tenth missions: Navigation (possible double booking)

9. Prior to this flight the pilot will be given a route to plan for and plot on his/her map prior to the day of the purposed flight. If the pilot is not confident or does not remember how to plan for a navigation flight the instructor and pilot will set up a ground brief ahead of time to go over and plan a route together. On this navigation flight the pilot is expected to demonstrate navigation skills to a safe standard including safe pilot decision making in regards to weather, proper radio calls, a low level diversion, as well as arriving and departing from an uncontrolled airport.

TIME 0.5 ground 1.5- 3.0 flight

10. The instructor will then send the pilot on a short solo navigation trip to ensure the pilots' capabilities and instil upon the pilot's confidence.

TIME 0.3 ground 1.5 -3.0 flight

Eleventh mission: instruments – Home work of review of basic ex 24 including unusual attitudes should be given prior.

11. This flight may be done at any time throughout the refresher training at the discretion of the instructor. This flight will consist of exercises 24, 6-9 basic and various as well as unusual attitudes all completed under the hood.

TIME 0.3 ground 1.3 flight



A reminder that if at any time the instructor or the pilot does not find the flight was up to the required standards it will be done again.

Once pilot has been considered to be to the flight test standards and the instructor is confident the pilot can safely operate an aircraft on his/her own and the required paper work has been completed the instructor will sign off the pilot's log book and the pilot will be considered current.