

HANGER TALK

As you know mentoring new pilots has been a topic of interest the last few years. Just how you do that, however, has never really been addressed. So the topic has been roaming around in the back of my mind, when a couple of weeks ago, Darrel Mertens called with some concern about new spray pilots, and a question that went something like, 'What could we (the CAAA) as an organization do for new pilots to the spray business. My response was we could provide an Aerial Application Training Syllabus, which, would be a product of our whole organization. After some discussion, Darrel thought it was a good idea.

And that idea is to start with a basic framework syllabus, and then build it up as an organization through on line hanger talk session blocks. We developed a basic syllabus here for a couple of new pilots that met the satisfaction of our insurance agencies, and maintained coverage on our aircraft throughout their training, so I decided to start right there. We will publish the syllabus, and for whatever time period it takes, I will write of what our intended training objectives were for each part. Your job as an organization will be to respond and let us know if our objectives were appropriate, good, bad, or should just be left out. Anytime you feel there is a better or safer way of doing things; or if something needs to be added or deleted please send in your responses.

All of this hanger talk will be accomplished with an online blog type format. However, if some one is not on the internet and wants to participate, let us know and we will send out hard copies as requested. Hopefully, our hanger talk blocks will not only benefit the new guys, but will be a good refresher for the old heads as well. So, even if you don't comment on any training objectives, please let us know if this is something beneficial to you or not as we progress along.

Aerial Application Training Syllabus

Ground Training

1. Aircraft familiarization and safety
 - A. Aircraft owner's operation manual
 - B. Aircraft weight and balance
 - C. Density Altitude and Aircraft Loading
 - D. Spray Operation Controls
 - E. GPS Operations
 - F. Crop Hawk Operation
2. Ground Operation, Familiarization and Safety
 - A. Load Facility Taxi Procedures
 - B. Dismounting Procedures and Propeller Safety
 - C. Chemical Safety and Handling
 - D. Loading and Fueling Procedures
 - E. Cleaning and Maintenance of Spray Systems
3. Flight Operations and Safety
 - A. Field Scouting
 - B. Application Methods for specific field obstructions
 - C. GPS Patterns
 - D. Turning Procedures
 - E. Nozzle Types, Rates of Application and System pressures
 - F. Turn Procedures
 - G. Wind Factors During Turns and Spray Operations
 - H. Drift Control
 - I. Ferry Procedures
 - J. Recording of Application Information
 - K. Working with Other Aircraft In the Area
 - L. Field Location/s
 - M. Ground Crew Communications

Flight Training

1. Aircraft Preflight
2. Spray System Operations
3. Taxi Procedures
4. Loading Facility Entry and Exit
5. Flight Operations
 - A. Engine Start Procedures
 - B. Takeoff Procedures
 - a. Normal Takeoffs
 - b. Soft Field Takeoffs
 - C. Stalls
 - D. Slow Flight
 - E. Steep Turns

- F. Landing Procedures
 - a. Normal Three Point Landing
 - b. Wheel Landings
 - c. Soft Field Landings
 - d. Heavy Weight Landings
- G. Refueling/Loading Procedures
- H. Load Pad Pre-departure Check
- I. Pre-departure Check (WNFL)
 - a. Windshield Clean
 - b. Nozzles Set as Required
 - c. Fuel
 - d. Load as Required for Application and Aircraft Capability
- J. Application and GPS Operations in Open Unobstructed Area
- K. Takeoff with 40gal load of water/practice application (open area)
- L. Takeoff with 80gal load of water/practice application (open area)
- M. Takeoff with 120gal load of water/practice application (open area)
- N. Emergency Dump Procedures
 - a. Practice in increments as above 40, 80, 120gal loads of water and at altitude
 - b. Use of Gate Stop
- O. Application Operations
 - a. Initial Applications restricted to fields with minimum obstruction hazards
 - b. Initial Applications restricted to insecticides/fungicides only
 - c. Drift Control
 - d. Spray Patterns and Keeping Aircraft out of residual spray.

Emergency Procedures