

During Flights Immediately Following the “Solo Circuit Consolidation”

Current regulation amendments require the revision of the following:

1. PROCEDURE FOR LEAVING AND REJOINING THE CIRCUIT

Current training syllabuses, provide for this activity to take place several times prior to the conduct of Circuits, Approach and Landing, and First Solo. Hence, following the Solo Circuit Consolidation, the procedure for leaving and rejoining the circuit is already well practise by the trainees.

However, for review about this procedure, refer to # 1.7, # 1.8, Part 2 and Part 3, of the Cyprus Local VFR Manual.

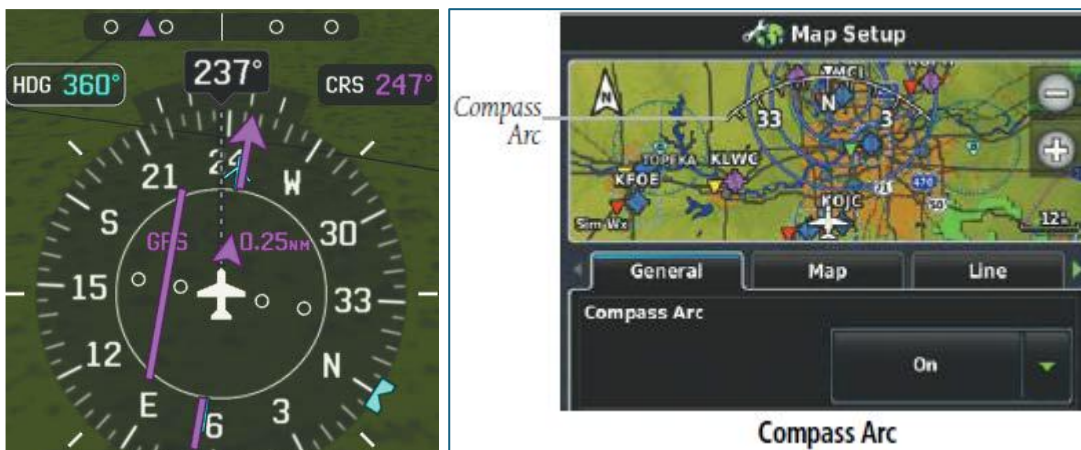
2. LOCAL AREA MAP READING / USE OF RADIO AIDS FOR HOMING / TURNS USING MAGNETIC COMPASS

By the time the student is prepared for solo flying to the training areas, the instructor shall review and ensures the completion and understanding of the following:

1. **Map Reading:** The student should have completed the required navigation theory and that the student is able to perform map reading covering chart interpretation (e.g., map projections, symbols, scales) and practical application (e.g., converting units, calculating distances, navigating using visual and electronic aids), etc.;
2. **Use of Radio Aids for Homing:** Navigation by radio aids includes navigation mainly by reference to indications of bearing and distance indicated on VOR, DME and GPS.

However, the ATO's own Pipistrel Explorer aircraft are equipped with a dual touch screen “Garmin G3X” and as such shall be utilized by the instructors during all phases of training, including the out of circuit flying.

During the out of circuit flying, the students should learn to setup and display the routing on the ND and learn to track the route on GPS and how to back-up with the VOR RMI displays.



3. TURNS USING MAGNETIC COMPASS:



To perform a compass turn, use a controlled bank (e.g. rate one turn which is a turn of 3°/sec or 180° in 60 sec) to change your heading, and then use the compass to confirm your new heading, making small adjustments with a technique called a timed turn.

For example, if you intend to change your heading by 60°, initiate the turn in the desired direction whilst using “rate 1” and then start the timer. After 20sec you should arrive at the desired heading, therefore wait until the magnetic compass settles and if needed make small adjustments to your heading.

Remember the mnemonic ONUS to remember how to correct for turning errors: Overturn, Underturn, Start roll out before you reach the desired heading.

Note: On the Pipistrel Explorer the Standard Rate Turn Bank Angle Pointers are green pointers displayed on the roll scale that shows the bank angle that is needed for a standard rate turn. However, in practical terms, “Rate 1 Turn” can also be calculated by dividing your current speed by 10 and then adding 7, i.e. when flying at a speed of 90 kts divided by 10 is 9, then adding 7, means with a speed of 90kts the rate 1 turn shall be 16°.



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