



Welcome to Tailslid ers

Dear Pilots and Fellow Adventurers,

We would like to thank you for your interest in training with Tailslid ers and taking the next steps to becoming a more confident and proficient aviator. As you have probably already gathered from our website we offer lots of training options ranging from basic tailwheel flying to more advanced training like our Basic Aerobatic and Advanced Spin courses. We also offer rides to our non-pilot friends who just want some exciting and fun flying along the First Coast!

For pilots training with us some of these flight regimes may be old hat to you and you're looking for a refresh, or for others you are brand new to aerobatics. Either way Tailslid ers has a solution for you, so please give us a call and let's discuss your level of experience and what goals you want to achieve from aerobatic (all-attitude) training.

While we follow a comprehensive training syllabus to include disciplined pre-flight briefings and ground training, each flight is tailored to the student and their unique goals. At Tailslid ers we help students develop better airmanship, good judgement throughout the flight envelope, and a safety-mindset. So why invest in Aerobatic or Upset Recovery Training?

*"In recent years, flight training in the United States has gradually moved away from the idea of being able to fly the airplane in steeper pitch and bank attitudes. In fact, some professional pilots would be at a loss to know what to do if the airplane exceeded certain pitch or bank limits....the aerobatic trained pilot will roll the airplane upright if inverted by wake turbulence or other factors, minimizing altitude loss, as compared to the pilot without aerobatic training who would most likely pull through a split S, losing 1,000 feet or more (or over-stressing the airframe)."*¹

Loss of Control accidents in flight (LOC-I) unfortunately continue to rear their ugly head amongst general aviation and commercial aircraft operations. In general aviation, LOC-I accidents including stall/spin accidents resulted in more fatalities from 2006-2015 than in any other causal category.² Tragically, professional pilots are not immune either as evidenced by Colgan Air Flight 3407 in 2009 where "the pilot made incorrect controls inputs for recovery"³, and Asiana Airlines Flight 214 in 2013.

*"The NTSB determines that the probable cause of this accident (Asiana 214) was the flight crew's mismanagement of the airplane's descent during the visual approach...the flight crew's **delayed execution** of a go-around...Contributing to the accident were....the pilot flying's **inadequate training** on the planning and executing of visual approaches"*⁴

Visual approaches are no more than a drill in energy management. As an aerobatic pilot, you become a master of energy management in addition to developing the ability to react to upsets with the right inputs instead of the wrong ones. At Tailslid ers we will teach you to respond to any situation you find yourself or the airplane in with a decisive and confident recovery.

Never stop learning,
Tailslid ers LLC



Directions to Tailslidery: Jacksonville Executive at Craig Airport (KCRG) is located between downtown Jacksonville and Atlantic Beach. Take Atlantic Blvd. east from downtown to St. John’s Bluff Road N., turn left on St. John’s Bluff Road N., and then turn right onto Aviation Ave. (Craig Airport entrance) and follow the road nearly all the way down to the end. Sky Harbor will be on your right. We typically meet students and customers right inside the Sky Harbor FBO. If you’re flying in, request taxi to Sky Harbor.

Payment: We prefer cash or Venmo, but we also accept all major credit cards. We do require a credit card to hold your reservation at time of booking. Please review our cancellation policy for details.

Required reading:

	Aerobic Training Overview and Guidelines	Stall and Spin Awareness Training (AC 61-67C)	8KCAB Pilots Operating Handbook	<i>The Basic Aerobatic Manual</i> (Kershner)	<i>Anatomy of a Spin</i> (Lowery)	Cancellation Policy	Liability Waiver
Spin Endorsement	✓	✓	✓	o	✓	✓	✓
Intro to Aerobatics	✓	✓	✓	✓	o	✓	✓
Advanced Spin Course	✓	✓	✓	o	✓	✓	✓
Basic Aerobatic Course	✓	✓	✓	✓	o	✓	✓
Upset Recovery Course	✓	✓	✓	✓	o	✓	✓
Hourly/Your Airplane	✓	✓	✓	✓	o	✓	✓
✓ Required o Optional Blank=Not Required							

For any questions prior to your training, feel free to call or text: 262-701-7189.

References:

1. Kershner, William K. (2014). *The Basic Aerobatic Manual, 2nd Edition*. Newcastle, WA: Aviation Supplies and Academics, Inc.
2. Geske, Robert C. (2015). *27th Joseph T. Nall Report, 2015*. Retrieved from AOPA Air Safety Institute website: <https://www.aopa.org/-/media/files/aopa/home/training-and-safety/nall-report/27thnallreport2018.pdf?la=en&hash=C52F88B38FD95CB7C0A43F3B587A12E2692A8502>
3. National Transportation Safety Board (2009). *Loss of Control on Approach Colgan Air, Inc. Operating as Continental Connection Flight 3407 Bombardier DHC-8-400, N200WQ Clarence Center, New York, 2009*. (NTSB/AAR-10/01). Retrieved from <https://www.nts.gov/investigations/AccidentReports/Reports/AAR1001.pdf>
4. National Transportation Safety Board (2013). *Descent Below Visual Glidepath and Impact With Seawall, Asiana Airlines Flight 214, Boeing 777-200ER, HL7742, San Francisco, California, 2013*. (NTSB/AAR-14/01). Retrieved from <https://www.nts.gov/investigations/AccidentReports/Reports/AAR1401.pdf>

“Any pilot can describe the mechanics of flying. What is can do for the spirit of man is beyond description” – Barry Goldwater