

Recommended Operating Guidelines & Limitations for New Gyroplane Pilot Solo Sign-off

The most important and most critical phase of your training is just beginning now that all the required maneuvers have been practiced. It is time to apply this experience to your own gyroplane. You must be aware the cyclic movements will be very slight and most important responses will be much more sensitive compared to what you experienced on the two-place trainer. Note: It is most important that the CFI and the student have radio communication during all of the transitional flight training listed below.

The following operational training sequence is based on many years of experience that will provide you with a safe and continued training program:

Exercise 1:

Begin by starting and running the engine. If you have to hand-prop for starting, be sure you have the gyroplane secured.

Do not hand start the first few times without assistance.

Exercise 2 -- Conditions: No Wind - Calm Air:

Spend a few hours taxiing your gyroplane without rotor blades spinning. Get used to the steering, braking and other difference between your machine and the two-place training gyroplane.

Exercise 3 -- Conditions: No Wind - Calm Air:

Practice pre-spinning the rotor blades. Stick forward to pre-rotate and follow the Pilot Operating Handbook for the gyroplane. Remember the stick should be forward below 100 rotor rpm.

Exercise 4 -- Conditions: No Wind - Calm Air:

You should now be ready to get the feel of what takeoff attitude is like in your aircraft. Spin up the rotors and make a few runs down the runway to find the airspeed that the nose starts to come up and reduce the throttle lowering the nose wheel, main wheels kept on the runway. Next learn to adjust the stick and throttle to keep the nose and tail wheel off the runway without allowing the main wheels to lift off. This exercise will show you how much stick movement is needed for proper takeoff attitude, by balancing on the main wheels.

Do not proceed to Exercise 5 until you have practiced Exercise 4 enough that you can keep a straight line while taxiing with the nose up in the takeoff attitude for the full length of the runway several times reliably.

Exercise 5 -- Conditions: No Wind - Calm Air:

You should now be ready to make some very short, low level "hops." It is very important to reduce throttle as you take off and immediately land. Continue practicing these short hops, extending the length of each flight (hop), keeping within a few feet of the runway. Practice this for a few hours until you feel comfortable.

Exercise 6 -- Conditions: No Wind - Calm Air:

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Now you may continue flights down the runway at different heights. Keep your airspeed modest and stay over the runway.

Do not get so high up that you do not have enough runway to land.

Exercise 7 -- Conditions: No Wind - Calm Air:

Begin to make shallow "S" turns along the runway only after you can comfortably fly the length of the runway at various heights as follows:

- Takeoff Normally
- Climb to Approximately 100 Feet AGL (above ground level)
- Reduce Throttle Prior to Leveling Off
- Maintain Proper Airspeed for Your Gyroplane
- Make a Shallow Turn and Return to the Center of the Runway and Land
- Practice All the Same Procedures You Were Taught In the Two-Place Trainer
- Continue Shallow "S" Turns, One Direction at a Time
- Remember to Keep Your Proper Airspeed and Proper Flight Attitude While Making Shallow Turns

Exercise 8 -- Conditions: 5 MPH Maximum Wind Directly Down Runway (no crosswind):

You must be capable of landing your gyroplane in the event of an engine failure. The length of the runway will determine the maximum altitude that will allow you to land before reaching the end. You must stay over the runway. Climb to your pre-determined altitude, reduce the throttle slightly more than for a normal approach and land. Continue this landing practice with less power each time until you are able to land with the throttle at idle. Remember to lower the nose and maintain proper airspeed.

Exercise 9 -- Conditions: No Wind - Calm Air:

Now that you have accumulated several hours during the previous maneuvers, it is time to determine if you are ready to make your first flight around the traffic pattern. If you are able to fly the length of the runway at various speeds, hold to 2-3 feet without any up or down movement, consistently several times, you are ready to fly the airport traffic pattern.

Exercise 10 -- Conditions: No Wind - Calm Air:

Choose an early morning or late afternoon when there is not much traffic at your airport for your first flight around the airport traffic pattern. Remember to perform a good pre-flight check. After takeoff, climb to 500 feet AGL (above ground level) and continue to fly the pattern, staying close to the runway and watching for other traffic.

I have read and discussed all the above with my instructor and fully understand all the Details.

Instructor Date: / /

Student Date: / /