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## **SPORT PILOT TRAINING SYLLABUS R5 9/15**

**LESSON 7: GPA, Ground Proximity Awareness Training, the crosswind landing set up process, emergency procedures, turns about a point and steep 45 degree bank turns.**

**TIME:** 1 hour ground instruction and 1-2 hours flight instruction

**OBJECTIVE:** To have the student comfortable flying with the airspeed covered while flying close to the ground with a crosswind and also using proper emergency procedures. Radio communications and proper traffic pattern announcements. To perform turns about a point.

**HOME STUDY:** Pilot’s Handbook of Aeronautical Knowledge (**PHAK**) Chapters 16.

**Review lesson items:** Traffic pattern, slips, S-turns, mushing, and GPA Training by flying very low down the runway.

**New lesson items:** When the student is comfortable flying at 1 foot above the runway, the student will operate the throttle and necessary controls as needed to remove the crab and keep the plane flying down the centerline. It is acceptable for the main tires to graze the runway on occasion. The nose must track directly down the runway centerline with no crab and never touch the runway. Go-around when 2000 feet of runway are remaining. The student may attempt his/her first power on landing by slightly reducing power and allowing the plane to settle onto the runway in a slight nose up attitude. After numerous successful landings, the CFI will close the throttle on base and simulate an emergency landing.

**COMPLETION STANDARDS:** The lesson is completed when the student can fly relaxed at 1 foot over the runway. The student should be capable of proper radio traffic pattern announcements, make a successful airspeed covered take off, and turn about a point at about 800 feet AGL and hold altitude +/- 100 feet and airspeed at +/- 10 kts, make a 360 and exit within 15 degrees of the downwind entry heading. Steep 45 degree bank 360 degree turn with altitude +/- 100 feet of entry altitude, airspeed +/- 10 kts, bank +/- 5 degrees, and roll out within 10 degrees of entry heading.