**HT-18 CAT II Stage Leader Stan Upgrade Flight Notes**

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**Briefs: RRU – Minimum IPC**

**I4290:** Any EP or limit, anything previously presented and/or discussed in the BI syllabus.

Good opportunity to ask about procedural execution of maneuvers.

**C4990:** No break in stage warmup warranted (other than 14 day out of aircraft). Include particular emphasis on briefing items as they apply to solo aircraft, specifically course rules/arrival/SVFR. Systems knowledge generally lacking or crammed as SNAs have been focused on RI syllabus.

**I4690:** “S” Qual required. I4404 should have found any holes – make sure these have been corrected. Brief is at IP’s discretion; please hit solo specifics, weak and strong areas from previous briefs (explore knowledge on any 5’s), sectional/airspace and anything else you want to ask as it pertains to instrument is appropriate.

**Flights: UNSAT – Minimum IPC. All flights should still be seen as an opportunity to teach the SNA, however it is your determination as to how much teaching occurs.**

**I4290:** 1.5 hour flight. Only minimal time to repeat maneuvers. Recommend going East as the departure will allow them to demonstrate more maneuvers vs West. Ensure SNA demonstrates proper trim and scan as well as the beginnings of good headwork in the IMC environment.

**C4990:**  1.2 hour flight. VFR skills are generally atrophied from C4600s. SNAs try to focus too much inside the aircraft and on the gauges vs outside due to their recent emphasis on RI syllabus. Enforce landing in the center of the box, taxiing on centerlines and turning about the rotor mast.

Surprise cut-guns are allowable without IP first demoing.

**I4690:** 1.8 hour flight. SNAs generally have a solid trim and scan, good FTI knowledge and handle EPs well. Flight shall consist of at least two non-precision approaches, one precision approach and holding. Of the non-precisions, one shall be a VOR/TAC/NDB. If the home field ILS is available, attempt to get either the Y or Z. If flown as an out and in, remember that if you tell the first SNA they are unsat they cannot be your observer for the return leg – plan accordingly. Determine what they are lacking/missing and target with an EP or scenario.

**Recurring Errors:**

**I4290:** Poor trim/scan. Over-controlling the aircraft.

**C4990:** Atrophied skills, VFR Scan, Contact decision making and executing Course Rules. Sim failed engine on split CMIs. Preflight knowledge.

**I4690:** Procedural execution. Holding 6Ts. Talking over radios/SA of other aircraft while holding or on CTAF. Preflight knowledge. Decelerating and entering VFR pattern/Contact checkpoints.

**What’s different:**

* (C) Not required to demo Cut guns (HT-18 SOP)
* Only 5 days from Checkride to Solo – warmup is a hybrid I/C event: One precision, one non-precision, one power recovery auto and one simulated EP required.

**Writeups:**

**I4290:** Will be looked at in RIs for SNA trends and will be looked after any RI failures. Discuss trim. Include why the SNA was incorrect, not just that they were.

**C4990:** Full account of maneuvers/difficulties. “Post-flight end of stage ATJ review complete IAW CNATRINST 1500.4J” **ATJ Annotation**

**I4690:** Include **“**Initial CRM flight evaluation complete.” (MCG)

Include "Post-flight end of stage check ATJ review complete IAW CNATRAINST 1500.4J" **ATJ Annotation**

**IP Flights:** Possible flights include: Instrument Check, Instrument Stage Check, C Contact Stage Check.

For Q/X IPs: “Fully qualified to instruct student (stage) flight for a period of one year”

For S IPs: “Fully qualified to instruct student and instructor (stage) flights for a period of one year”

**Others:**

* Students are always watching. SNAs will pick up on what you say, how you conduct yourself, how you make decisions, and they’ll take it as gospel (sleeves, gloves…).