

Syllabus for Tailwheel Endorsement Training

Note that times and sequences are guidelines only. More or less time may be required depending on the experience of the pilot and the order of tasks may change based on weather restrictions.

Lesson 1 (1 hour ground, 0.5 hour flight)

- Discussion of tailwheel taxiing and takeoff procedures
- Preflight and cockpit orientation for Citabria
- Basic airplane control and familiarization

Lesson 2 (0.5 hour ground, 1 hour flight)

- Overview of Citabria specs, performance, weight & balance, v-speeds
- Taxi practice: rudder control (slow-speed taxi, high-speed tail-up taxi)
- Normal takeoff
- Basic flight maneuvers: turns, steep turns, dutch rolls
- Introduction to 3-point landings

Lesson 3 (1.5 hour flight)

- Taxi and takeoff review
- Stall series: power-off stall, power-on stall, turning stall
- Flight maneuver review
- 3-point landing practice

Lesson 4 (0.5 hour ground, 1 hour flight)

- Pattern work and 3-point landing practice
- Forward slips to landing
- Introduction to wheel landings

Lesson 5 (1.5 hour flight)

- Wheel landing practice
- Crosswind landing practice
- Introduction to short-field takeoffs and landings

Lesson 6 (1.5 hour flight)

- Power-off 3-point landing practice
- Wheel landing practice
- Introduction to power-off wheel landings

Lesson 7 (1 hour flight dual, 0.5 hour flight solo)

- Crosswind and wheel landing practice
- Power-off and accuracy landing practice
- Solo landing practice (after solo/tailwheel endorsement!)

Things to Review:

- Airplane/cockpit familiarization
- V-speed review
- CAN slip with full flaps
- In the air, flies like any other airplane but lots of control effectiveness, less correction for adverse yaw, etc.

- Taxi:
 - SLOW, way more slow than other airplanes, be able to brake instantly
 - ALWAYS use wind correction with controls
 - LOTS of small rudder corrections rather than a few large ones
 - Explain tail mechanism, detent, castering
 - Discuss how weathervaning tendency greater than nosewheel

- Takeoff/Landing:
 - Describe range of takeoffs from tail low to horizontal and why
 - Discuss greater p-factor, torque, etc.
 - When drift occurs, correct back to straight only, not back to centerline
 - Describe wheel vs 3pt landings and reasons for each
 - Emphasize MUST be absolutely straight – describe the groundloop tendency!