

WRSP IV MANUAL

FLYING TRAINING

CESSNA 210
AIRCREW TRAINING
MANUAL

5 MAY 1969

USAF review(s) completed.

WRSP-IV Manual 51-210

DEPARTMENT OF THE AIR FORCE
5 May 1969

Flying Training

CESSNA 210 AIRCREW TRAINING MANUAL

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Chapter 1

INITIAL CHECKOUT/CONTINUATION TRAINING

1-1. Policy. This manual establishes minimum initial check-out qualification, and continuation training requirements that will provide individual aircrew members with the capability of accomplishing assigned flying duties in the Cessna 210.

1-2. Initial Checkout.

a. Aircrew qualification requirements:

(1) Be assigned to the unit as a rated pilot - military or civilian.

(2) Hold a valid FAA Commercial Pilot's license with a single engine land rating and an instrument rating and current 2nd or 3rd Class FAA Medical Certificate.

(3) Have a minimum of 1,000 hours pilot time.

(4) Previous experience in light aircraft is desirable.

1-3. Ground Training Requirements.

a. All pilots will read Cessna 210 "Owner's Manual" prior to checkout.

b. The Cessna 210 open book examination will be completed as a checkout prerequisite and will be corrected to 100%.

c. Pilots will be familiar with the appropriate FAA and USAF regulations concerning flight in an aircraft of this type.

1-4. Flying Training. At least one flight will be flown with a pilot designated as an IP; this flight will include, but not be limited to the following:

- a. Five (5) landings.
- b. Short field takeoffs and landings.
- c. Stalls (power on and off).
- d. Forced landings.
- e. Emergency procedures.
- f. Preflight, postflight inspections, tiedowns and servicing.

1-5. Continuation Training. One landing will be required each 45 days for currency. After 45 days (but not to exceed 90 days) the Director of Operations may authorize a pilot to fly. In order to transport passengers during daylight hours, pilots must have made at least 5 takeoffs and 5 landings to a full stop within the past 90 days. In order to carry passengers at night, 5 night takeoffs and full stop landings must have been made in the preceding 90 days. In cases where currency has been lost, a proficiency flight must be flown with an IP. All pilots are encouraged to make practice instrument flights. A pilot may not act as pilot in command of an aircraft under IFR or in weather conditions less than prescribed VFR minimums, unless within the preceding 6 months, he has had at least 6 hours of instrument time under actual or simulated instrument conditions.

1-6. Instructor Pilots. The Director of Operations will appoint an appropriate number of pilots as Instructor Pilots. These pilots will provide ground training, give the initial checkout training and assist in monitoring the continuation training. All pilots will be placed on orders, indicating their particular qualification.

Chapter 2

LOCAL OPERATING PROCEDURES

2-1. Policies (Administrative).

- a. Civilian clothing will be worn when flying the 210.
- b. Appropriate FAA and FCC certificates will be carried plus identification cards. A letter from the owner authorizing unit pilots to fly the aircraft will be on board.
- c. 100/130 octane fuel only will be used; fuel will be purchased for cash - a credit card may be used in an emergency only.

2-2. Policies (Flying).

a. This aircraft will not be scheduled for IFR flights; however, if IFR flight cannot be avoided, weather minimums will be no lower than 1,000 feet ceiling and 2 miles visibility except in an emergency. Severe turbulence and icing conditions will be avoided.*

b. A DD Form 175 Military Flight Plan will be filed. When this is not possible, an FAA flight plan will be used. When appropriate, a DD Form 175-1 will also be used.

c. This aircraft, though of civil registry, will be treated within the unit as a military aircraft, for operational and safety purposes. FAA regulations and AFM 60-16 will be closely adhered to. In cases of differences between regulations

*Extended cross-country flight plans will be coordinated with the Director of Operations.

(civil and military), the regulation most restrictive on the pilot will be followed.

d. In the event of an air or ground incident/accident, the Unit Safety Officer and the Security Section will be notified as soon as possible. No information, other than that required by FAA, will be devulged to those not associated with the unit.