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To act as pilot in command in a tailwheel airplane: § 61.31(i). This endorsement may be given in a sport pilot aircraft by a sport pilot instructor, or in an airplane by a flight instructor with a rating other than a sport pilot rating.

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training of § 61.31(i) in a [make and model] of tailwheel airplane. I have determined that [he or she] is proficient in the operation of a tailwheel airplane.

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Stage 1

Why Stage 1 instead of Lesson 1?

Because most students will need multiple lessons or flights to accomplish everything in a stage, however a floatplane pilot with 10,000 hours may be able to complete all tasks in a stage in one lesson.

Objective:

Introduce regulatory requirements, handling characteristics, systems, airwork maneuvers and topics listed below.

Study:

Lesson 1 and 2 of fly8ma.com Tailwheel Training Course.
Tailwheel Ground Work + Tailwheel Takeoffs

Preflight Ground Instruction

Topic	Topic
FAR 61.31, 61.57	Flight controls usage
Tailwheel benefits and drawbacks	Ground visibility and maneuvering
Airplane similarities and differences	Taxi, normal and crosswind
Main gear, tailwheel and CG	Takeoff, normal and crosswind
Tailwheel steering system	Landing, normal and crosswind
Left turning tendencies	Three point landings
Weather-vaning tendencies	Bounce recovery techniques
Nose-over tendencies	Ground loop avoidance techniques
Ground looping tendencies (inertia)	Go-arounds
Porposing tendencies	Grass versus paved runways
Landing challenges	Exchange of flight controls

Preflight Additional Topics

Item	Item
Preflight inspection	Main gear
Prop clearance	Tailwheel

Flight Training

Topic	Topic
Taxi procedures	Stall series
Run up procedure	Coordination maneuver
Normal takeoffs	Bounce recovery
Normal landings	Go-around
Slow flight	Emergencies
Flight at MCA	

Post Flight

Schedule additional practice sessions
Evaluation, review and critique
Pilot logbook

Post Flight Questions

- Describe what to look for when inspecting the tailwheel on preflight and postflight.
- Name three examples of needing right rudder, three examples of needing left rudder.
- When do you want to adjust flaps during a go-arround?
- What is the difference between operating on grass (or gravel/dirt) or pavement?
- Name three ways you can have a prop strike in a TW airplane.
- What was the most challenging part today?
- What would cause a ground loop?

Stage 2

Objective:
Introduce landings, short and soft field ops. Emphasis on 3-point and wheel-landings in different configurations.

Study:
Lesson 3 and 4 of fly8ma.com Tailwheel Training Course.
Tailwheel Drills + Tailwheel Landings

Preflight Ground Instruction

Topics	Topics
Review previous lesson	Wheel landings
Taxi, soft field	Bounce recovery techniques
Takeoff, short and soft fields	Ground loop avoidance techniques
Landing, short and soft fields	Grass versus paved runway

Preflight Additional Topics

Considerations on airplane W&B
Preflight inspection

Flight Training

Topics	Topics
Taxi procedures	Go-around
Run up procedure	Short field takeoffs
Normal takeoffs	Short field landings
Wheel landings	Soft field takeoffs
Bounce recovery	Soft field landings

Postflight

Topics
Eval, Review, Critique
Schedule additional lessons as needed
Pilot Logbook

Post Flight Questions

- What is the approach speed for a wheel landing vs three-point?
- What are the advantages and disadvantages of each type of landing?
- What are the advantages and disadvantages of touching tailwheel first?
- How does flap useage differ on short vs soft field operations?
- What typically will make a bounce worse?
- What are three signs you are going to bounce? (things obvious at 5-10'agl)

Stage 3

Objective:

Build student proficiency to a safe level to be able to handle the aircraft in moderate conditions (i.e. 75% of max demonstrated x-wind)...student should understand if they are trained to that level to set personal mins well below the level they are trainined to.

Study:

Build student proficiency to a safe level to be able to handle the aircraft in moderate conditions (i.e. 75% of max demonstrated x-wind)...student should understand if they are trained to that level to set personal mins well below the level they are trainined to.

Preflight Ground Instruction

Topics	Topics
Review previous lesson	Wheel landings
Taxi, soft field	Bounce recovery techniques
Takeoff, short and soft fields	Ground loop avoidance
Landing, short and soft fields	Grass versus paved runway

Preflight Additional Topics

Considerations on airplane W&B
Preflight inspection

Flight Training

Topics	Topics
Taxi procedures	Go-around
Run up procedure	Short field takeoffs
Normal takeoffs	Short field landings
Wheel landings	Soft field takeoffs
Bounce recovery	Soft field landings
Power off 3pt + Wheel Ldg	Crosswind TO+LDG

Postflight

Topics
Eval, Review, Critique
Schedule additional lessons as needed
Pilot Logbook

Post Flight Questions

- Review questions from prior lessons. Use how, what, when, and describe.
- What are your personal minimums for this airplane?
    - Crosswind, total wind, gust factor, runway width, runway length, etc.
- How many hours do you need each month in this airplane to be proficient?
    - to take passengers? hours of dual to fly another tw airplane?
- Name five signs that indicate the need for a go arround.
- CFI to think of at least three more specific to plane and student.

A Note From Jon K.

Tailwheel flying is both some of the most challenging and rewarding flying you can do. It will open up new doors, new destinations, and a whole new way of exploring our world of aviation. It is also extremely demanding, humbling, and requires a lot of respect. Tailwheel aircraft you fly (and all aircraft) demand humility, and will bite you in worst way very quickly should you become complacent, or lose respect for them. Monthly recurrent training is a must until you pass at least 100 hours for that make and model. If you choose to fly a new model, or one you have less than 5 hours in the preceding 30 days, find an experienced CFI to ride along with you and get you up to speed. Staying proficient (and getting proficient again when you lapse) is not particularly challenging or over burdening. It doesn't take much, it may just be a "quick review flight" with a CFI prior to flying on your own when you are less than proficient. However, to think you can skip it becuase it is just a "quick review flight" would be the ultimate error, and you will come to regret it. The "Pilot In Command" is ultimately responsible for everything. No one is checking up on you to make sure your training is current. Be a professional, seek out training, never stop working to make yourself better.

Fly Safe!

Jon K

FLY 8MA