



Gambit Aviation, LLC

Extra 330LX Program

COURSE OBJECTIVE:

Upon completion of the EA330LX checkout course, the student will have the skillset required to safely operate the aircraft as Pilot-In-Command accordance with Gambit Aviation, LLC's Standard Operating Procedures as a solo renter.

OVERVIEW & PREREQUISITES:

This syllabus is designed for the career oriented student. It should contain clear and concise details of what will be worked on, goals, and completion standards. In order to use this syllabus effectively, it will require the student to fly a minimum of 3 times per week until completion. Student scheduled, aircraft availability, weather, and the students learning pace **may** dictate the order in which this syllabus is accomplished and the **hours** of training received. Estimated total of ground and flight time **may vary depending on the rental plan**. To be a member of the program, the student must have...

- 500 hours of TOTAL TIME
- A tailwheel endorsement
 - o 25 hours of tailwheel time
- A high performance endorsement

COMPLETION STANDARDS FOR SOLO FLIGHT:

- 10 hours of flight training (DUAL) in the Extra 330LX to include...
 - o High Performance Taildragger Transition Training
 - o Upset Prevention & Recovery Training (UPRT)
 - o Loss of Control (LOC-I)
 - o Spin & Advanced Spin Series
 - o Basic/Advanced/Unlimited Aerobatics
 - o 3 hours of pattern work or 50 landings
- 3 hours of ground training to include...
 - o Systems
 - o Weight and Balance
 - o Performance
 - o Emergency Procedures
 - o Memory Items
 - o Operational Concerns
- A final "checkride" with the Chief Flight Instructor
- Once every 30 days a "re-checkout" flight must be accomplished with the Chief Flight Instructor
- Once every 90 days, the student must attend an EA330LX ground seminar held by Gambit Aviation, LLC and given by the Chief Flight Instructor.

PHASE ONE OBJECTIVES:

The objective of phase one is to introduce the student to the aircraft, develop basic aircraft skills in the air, establish proper habits, and be introduced to the standards for the completion of the program.

Phase one is complete when the student is able to perform the preflight inspection, fuel loading, take-off and landing with wind speeds up to 10kts of headwind and 5kts of crosswind, and perform the basic aerobatic regime with the aircraft.

PHASE TWO OBJECTIVES:

The objective of phase two is to introduce the student to the decision making process as the PIC of this type of aircraft. The bandwidth of the student should be increased enough to the point where the student is able to make fuel “go/no-go” calls on their own without prompt from the instructor. Phase two is complete when the student is able to perform all of the phase one objectives, as well as the advanced aerobatic flight regime, advanced spin series, and accomplish a UPRT course in the aircraft. The student should also be able to perform take-offs and landings with wind speeds up to 20kts of headwind, and 10kts of crosswind.

PHASE THREE OBJECTIVES:

The objective of phase three is to make the student capable of handling emergencies in the event of a fuel critical situation, being unable to recover the aircraft at the home base due to an airport closure, engine failures, and egress scenarios. Phase three is complete when the student is able to perform all of the previous phase objectives, as well as the unlimited aerobatic flight regime, LOC-I training, and take-offs and landings with wind speeds up to 25kts of headwind, and 15 knots crosswind (maximum demonstrated).

PHASE FOUR OBJECTIVES:

The objective of phase four is to complete the EA330LX rental program and transition from flying with an instructor, to without an instructor. The student will be able to perform, to the company’s standard, all of the objectives above and create a “post-training” document that varies from student to student that outlines the furtherance of the student’s time in the aircraft. This can include items such as...

- Wind limitations
- Aerobatic limitations
- Time limitations
 - o Eg. More solo time is required prior to carrying passengers
- A “re-checkout” plan every 30 days

Once complete, the student will be found to act as Pilot-In-Command of the EA330LX **safely** and **competently**.