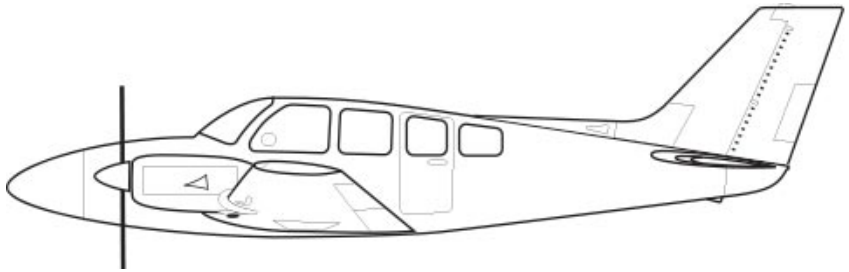
Baron G58
Transition Training



G58 Transition Flight Training Guide

Filename: G58_Flight_Transition.doc 12/11/2024

Use with G58 Ground Training Guide

SESSION	SUBJECTS	Hours
1	Review of recent aviation experience. Local flight to practice selected operations as desired. Review of Standard Operating Procedures, and Selected Maneuvers. Prep for Instrument Proficiency Check and/or Flight Review.	As Req'd.
2	Add Maneuvers, Practice and Review.	As Req'd.
3	Add Maneuvers, Practice and Review.	As Req'd.
4	Add Maneuvers, Practice and Review.	As Req'd.
5	Practice and review as necessary.	As Req'd.
6	Practice and review as necessary.	As Req'd.
7	Flight Review (61.56(a).	As Req'd

OBJECTIVES: The pilot will refresh his skills with flight lessons tailored to his experience, aircraft, and personal flying goals. Flight training consists of gaining proficiency, and will result in the completion of an Instrument Proficiency Check. Ground Training is addressed separately in the Ground Training Student Guide. Ground Sessions include ground portions of the flight review. Flight Sessions are approximately equal to 15 hours, with 5 hours actual of simulated instrument time at least 35 takeoffs and landings.

COMPLETION STANDARDS: You show by written record and will demonstrate through practical example, that you meet the required aeronautical skill and knowledge to safely operate the aircraft. Upon successful completion, you will receive endorsements documenting the satisfactory completion of an Instrument Proficiency Check.

ENROLLMENT PREREQUISITES: Enrollment in this course is contingent on the pilot holding at least a private pilot certificate, an instrument or ATP with an airplane rating, and a multiengine land rating.

HOW TO USE THIS GUIDE: Lesson elements contain bulleted items represented by a double line arrow to the left of each subject:

⇒ Landing with Inoperative Engine

The double line arrow serves as a checklist for each lesson element, and is marked solid by the instructor in his copy when that area of knowledge has been completed:

➔ Landing with Inoperative Engine

Additional pages may be added as required for proficiency.

Flight Session # 1

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion
⇒ Acft. Systems / Ops Integration
⇒ Preflight Inspection
⇒ IFR Flight Plan, Clearances

⇒ Before Starting Engines Checks
⇒ Airspeeds for Safe Operation
⇒ Electrical System Checks
⇒ Fuel Quantity & Selectors
⇒ Annuciator Lights Check
⇒ Landing Gear Handle & Lights

⇒ Normal Engine Start
⇒ Before Taxi Checks
⇒ Aux Fuel Pumps
⇒ Charging Instruments Checked
⇒ Vacuum System Check
⇒ Lights
⇒ Flight Instruments
⇒ Before Take-off
⇒ Engine Runup
⇒ Ice Protection
⇒ Autopilot Checks
⇒ Trim set
⇒ Faps set

⇒ Normal and Crosswind Takeoff
(Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ Clearing Turns
At least 90 degrees heading change

⇒ Steep Turns
45 Degree Bank Altitude +- 5 Degrees
Heading +-10 degrees
Altitude +-100'
Airspeed +-10 Knots
(VA 151; 27"MAP 2300RPM; AI, VSI, ALT)

⇒ GPS Direct-To Navigation
(Nav/GPS Selector, Set Crs on HIS, VOR/LOC Freq ID)

⇒ Autopilot Operation

⇒ Vectors to Final Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)

_____VOR _____ILS _____LOC

_____RNAV _____LPV_____Back Course

⇒ Low Approach (Missed Approach)
(Heading +-10 degrees, Altitude +-100'
Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landing and Approaches to Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=500')

⇒ Postflight and Next Lesson Preview

Flight Session # 2

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures

⇒ Normal / Max Performance / Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ Engine Failure During Takeoff Before Vmc (Simulated & Calculated 50 percent below Vmc)

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Unusual Attitude Recovery (Airspeed Increasing = Power, Level Wings, Raise Pitch; Airspeed Decreasing = Power, Lower Pitch, Level Wings.)

⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)

⇒ Holding Patterns or Course Reversal

⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)

_____ILS _____LOC_____BC_____COUPLED

_____WAAS _____RNAV_____VISUAL

_____CIRCLE_____LANDINGS_____NIGHT

⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')

⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)

⇒ Emergency / Abnormal Procedures

⇒ Other (specify)_____

⇒ Post Flight

Flight Session #3

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures

⇒ Normal / Max Performance / Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ Engine Failure After Lift-Off (Simulated >Vsse, Vxse, Vyse, **>**400AGL Vxse or Vmc+5 then Vyse HDG. 10° ASPD 5Kt.

⇒ Maneuvering With One Engine Inoperative (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)

⇒ One Engine Inoperative (Simulated) (solely by Reference to Instruments) During Straight-and-Level Flight and Turns

⇒ One Engine Inoperative (Simulated) (solely by Reference to Instruments) During Turns

⇒ Instrument Approach and Landing with an Inoperative Engine (Simulated) (3/4 CDI & GS or 10°. +-10Kts.)

_____ILS _____LOC_____BC_____COUPLED

_____WAAS _____RNAV_____VISUAL

_____CIRCLE_____LANDINGS_____NIGHT

⇒ Instrument Approach with One Engine Inoperative (Hdg +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landing with One Engine Inoperative (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')

⇒ Emergency / Abnormal Procedures

⇒ Other (specify)_____

⇒ Post Flight

Flight Session #4

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures

⇒ Normal / Max Performance / Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ VMC Demonstration (10Kts>Sse, Bank, Pitch = 1Kt/Sec) (HDG +-20° Accelerate to Vyse +10 -5)

⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)

⇒ Instrument Approach and Landing with an Inoperative Engine (Simulated) (3/4 CDI & GS or 10°. +-10Kts.)

_____ILS _____LOC_____BC_____COUPLED

_____WAAS _____RNAV_____VISUAL

_____CIRCLE_____LANDINGS_____NIGHT

⇒ Normal or Crosswind Landing with One Engine Inoperative (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')

⇒ Emergency / Abnormal Procedures

⇒ Night Flying

⇒ Night Takeoffs and Landings

⇒ Other (specify)_____

⇒ Post Flight

Flight Session #5

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures

⇒ Normal / Max Performance / Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Instrument Approach and Landings (3/4 CDI & GS or 10°. +-10Kts.)

_____ILS _____LOC_____BC_____COUPLED

_____WAAS _____RNAV_____VISUAL

_____CIRCLE_____LANDINGS_____NIGHT

⇒ Instrument Approach terminating with a Low Approach followed by a Missed Approach (Hdg +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landings from the traffic pattern.

⇒ Emergency / Abnormal Procedures

⇒ Night Flying

⇒ Night Takeoffs and Landings

⇒ Other (specify)_____

⇒ Post Flight

Flight Session #6

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures

⇒ Normal / Max Performance / Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.) 10° Aspd. +10 -0 Bank +-10°.)

⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)

_____ILS _____LOC_____BC_____COUPLED

_____WAAS _____RNAV_____VISUAL

_____CIRCLE_____LANDINGS_____NIGHT

⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Normal or Crosswind Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')

⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)

⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')

⇒ Landing with Inoperative Engine (3/4 CDI & GS or 10°. +-10Kts.)

⇒ Emergency / Abnormal Procedures

⇒ Other (specify)_____

⇒ Post Flight

Flight Session #7

Name_____ Date_____ Hours_____

Start_____ Off_____ On_____ In_____

⇒ Preflight Discussion

⇒ IFR Flight Plan, Clearances or VFR Wx & IFR Procedures

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Normal / Max Performance / Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)

⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)

⇒ Stalls (At least one while turning in 20° Max Bank +-10°)

⇒ Engine Shutdown and Restart (5,000 AGL over Airport).

Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)

_____ILS _____LOC_____BC_____COUPLED

_____WAAS _____RNAV_____VISUAL

_____CIRCLE_____LANDINGS_____NIGHT

⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)

⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)

⇒ Landing with Inoperative Engine (3/4 CDI & GS or 10°. +-10Kts.)

⇒ Emergency / Abnormal Procedures

⇒ Other (specify)_____

⇒ Flight Review: § 61.56(a) & (c) Sample:

I certify that _____

Holder of _____pilot certificate

#_____, has satisfactorily completed

a Flight Review of § 61.56(a)

on this date _____.