Hang Gliding Federation of Australia
www.hgfa.asn.au

WATERBORNE FLOAT AND HULL SYLLABUS

1. MANAGE PRE AND POST FLIGHT ACTIONS

Flying Standards	Before Solo	Pilot Certificate
1.1 Complete pre and post flight administration		
• Pre-flight planning and documentation is completed in accordance with appropriate procedures	75%	100%
• Aircraft take-off and landing performance is calculated in accordance with performance and weight and balance charts	75%	100%
• Pre and post flight logbook and flight administration is completed in accordance with appropriate procedures	75%	100%
• Aircraft serviceability, with due regard for float and hull integrity, is determined by daily inspection, and certification of daily inspection in maintenance record is completed in accordance with appropriate procedures	75%	100%
1.2 Perform pre-flight inspection		
• Equipment and documentation as required by regulation is identified and secured in the aircraft, and internal and external checks are completed in accordance with approved checklist	75%	100%
• Ensure lifejackets are in place and have been confirmed as serviceable	75%	100%
1.3 Perform and certify daily inspection		
• A daily inspection of aircraft is performed in accordance with aircraft system of maintenance	75%	100%
• Bungs and drains	75%	100%
1.4 Launch waterborne aircraft		
• Deepwater launch	75%	100%
• Beach/ramp launch	75%	100%
1.5 Check for leaks		
• Check float/hull buoyancy	75%	100%
• Check individual compartments for leaks	75%	100%

2. CONTROL WATERBORNE AIRCRAFT ON THE WATER

Flying Standards	Before Solo	Pilot Certificate
2.1 Start and stop engine		
• Pre-start and after start checks are completed in accordance with Flight Manual	75%	100%
• Engine is started and shut down in accordance with Flight Manual	75%	100%
• Emergencies are managed in accordance with Flight Manual	75%	100%
• Pre-and after shutdown checks are completed in accordance with Flight Manual	75%	100%
2.2 Low speed (Displacement) taxiing		
• Water rudders	75%	100%
• Power control	75%	100%
• Inertia control	75%	100%
• Wind effects	75%	100%
• Wake	75%	100%
2.3 Plough Taxiing		
• Water rudders	75%	100%
• Power control	75%	100%
• Wind effects	75%	100%
• Centre of Buoyancy (C of B)	75%	100%
2.4 Step Taxiing		
• Water rudders	75%	100%
• Transition to step	75%	100%
• Stability on step	75%	100%
• Reverse transition to displacement taxi	75%	100%
2.5 Step Turns		
• Floating hull	75%	100%
• Floats	75%	100%
• Wind effects	75%	100%
2.6 Leaks		
• Check float/hull buoyancy	75%	100%
• Check individual compartments for leaks	75%	100%

3. TAKE-OFF WATERBORNE AIRCRAFT

Flying Standards	Before Solo	Pilot Certificate
3.1 Carry out pre-take-off procedures		
• Pre take-off checks are completed in accordance with approved checklist	75%	100%
• Waterborne aircraft is lined up	75%	100%
• Line-up checks completed	75%	100%
3.2 Take-off waterborne aircraft		
• Take-off power is applied. Waterborne aircraft is maintained aligned with aiming point with wings maintained level and rotated at recommended speed to achieve water separation	75%	100%
• Climb airspeed attainted	75%	100%
• Waterborne aircraft is configured for nominated climb profile and track towards aiming point is maintained	75%	100%
3.3 Carry out after take-off procedures		
• After take-off checks are performed from memory in accordance with approved checklist	75%	100%

4. LAND WATERBORNE AIRCRAFT

Flying Standards	Before Solo	Pilot Certificate
4.1 Transitional landings		
• Waterborne aircraft's rate of descent arrested and stabilised above water	75%	100%
• Slight power reduction to allow hull/float contact with water in step taxiing attitude	75%	100%
• Step taxiing attitude maintained	75%	100%
• Power reduced and reverse transition to displacement taxi	75%	100%
• Smooth or glassy water landings	75%	100%
4.2 Conventional landings		
• Conventional circuit approach to water landing area	75%	100%
• Power increased prior to flare point	75%	100%
• Touchdown as per transitional landing	75%	100%
• Glide approach	75%	100%
• Touch and go	75%	100%
4.3 Rough water landings		
• Wind direction and strength accurately attained	75%	100%
• Swell avoidance	75%	100%
• Waterborne aircraft handling	75%	100%
• Go around	75%	100%
4.4 Perform go-round procedure		
• Decision to perform miss-landing is made when landing standards cannot be achieved	75%	100%
• Control of waterborne aircraft and situational awareness of circuit and other traffic, airborne and waterborne, is maintained	75%	100%

5. EMERGENCY PROCEDURES

Flying Standards	Before Solo	Pilot Certificate
5.1 Engine failure after take-off (water or land)		
• Immediate actions are performed in accordance with Flight Manual with due regard to low drag/high inertia design	75%	100%
• A landing area within gliding distance is selected, emergency procedures are performed in accordance with Flight Manual and the waterborne aircraft is landed with due regard to high drag/low inertia design	75%	100%
• Landing gear retracted or extended as required	75%	100%
5.2 Manage engine failure elsewhere in circuit (water or land)		
• Immediate actions are performed in accordance with Flight Manual with due regard to high drag/low inertia design	75%	100%
• A landing area within gliding distance, on the aerodrome or elsewhere, is selected	75%	100%
• Emergency procedures are performed in accordance with Flight Manual and the aircraft is landed if the engine cannot be restarted	75%	100%
• Landing gear retracted or extended as required	75%	100%
5.3 Manage forced landing en-route (water or land)		
• Immediate actions are performed in accordance with Flight Manual with due regard to high drag/low inertia design	75%	100%
• Landing area within gliding distance is selected, all emergency checks are performed in accordance with the Flight Manual, and if an engine restart is not achieved a controlled landing is performed with due regard to high drag/low inertia design	75%	100%
• Landing gear retracted or extended based on available terrain	75%	100%
5.4 Conduct precautionary search and landing (land or water)		
• Air Traffic Services are advised of intentions if possible	75%	100%
• Landing area is selected and inspected before aircraft is landed	75%	100%
• Landing gear retracted or extended as required	75%	100%
5.5 Capsize		
• Passenger pre-flight brief conducted	75%	100%
• Harness release briefing conducted	75%	100%
• Exiting the waterborne aircraft briefing conducted	75%	100%
• Personal flotation equipment briefing conducted	75%	100%

5.6 Manage abnormal situations		
• Abnormal situation involving fuel, electrical, airframe including undercarriage considerations, flight instrument, flight control, engine or radio, fire, smoke and fumes are identified	75%	100%
• Appropriate emergency procedures are conducted in accordance with Flight Manual and published procedures while maintaining control of the waterborne aircraft	75%	100%