

NORTH AERO - TAILWHEEL ENDORSEMENT PROGRAM

Tailwheel progress tracker

One student, one tracker, two views | Luscombe 8E N1302B | 14 CFR 61.31(i)

STUDENT	STARTED	CFI, NAME AND CERTIFICATE
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Status vocabulary, both views: NOT LOGGED (not yet trained), IN PROGRESS (trained, not yet to standard), NEEDS WORK (assessed below standard, repeat planned), PROFICIENT (meets the completion standard). Only PROFICIENT supports an endorsement.

LESSON VIEW: WHERE AM I

LESSON	FOCUS AND KEY ITEMS	STATUS	DATE
L1	Familiarization and basic flight. Preflight, taxi, control positioning, S-turns, airwork, takeoff and landing demonstrated		
L2	Takeoffs and landing demonstrations. Takeoff coordination, lifting the tail, three-point and wheel landing demonstrations, go-around		
L3	Three-point and wheel landings. Three-point short and soft field, wheel landings, bounce recognition and recovery		
L4	Crosswind operations. Wind assessment, windward wing down, crosswind takeoff and landing		
L5	Crosswind review and power failures. High-wind operations, short field with crosswind, simulated power failures		

A lesson repeated against the same standards keeps its number. There is no L6.

ELEMENT VIEW, 14 CFR 61.31(I): WHAT REMAINS BEFORE THE ENDORSEMENT

This is the view the endorsement rests on. Five lessons finished is not the same claim as six elements proficient, and only one of them is the claim an instructor signs.

ELEMENT	CLAUSE	INTRODUCED	TO STANDARD	STATUS	DATE
Normal takeoff	(i)(1)(i)	L1	L2		
Normal landing	(i)(1)(i)	L1	L3		
Wheel landing	(i)(1)(ii)	L2	L3		
Go-around	(i)(1)(iii)	L2	L3		
Crosswind takeoff	(i)(1)(i)	L4	L5		
Crosswind landing	(i)(1)(i)	L4	L5		

Wheel landings are required. The exception in (i)(1)(ii) applies only where the manufacturer has recommended against them, and no such recommendation exists for the Luscombe 8E.

ENDORSEMENT RECORD

All six elements must read PROFICIENT before this block is signed. Wording: AC 61-65K Appendix A item A.75. Retain per 14 CFR 61.189, minimum three years.

TAILWHEEL ENDORSEMENT ISSUED (DATE)	CFI SIGNATURE	CERTIFICATE	EXPIRES
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CHECKOUT RECORD

Separate from the endorsement. The endorsement is portable and attaches to the pilot. The Checkout is North Aero's own determination that this pilot may fly N1302B without an instructor aboard. For a pilot who arrives already endorsed, the Checkout is the only gate.

NORTH AERO CHECKOUT COMPLETED (DATE)	CFI
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OPERATING LIMITS AND PERSONAL MINIMUMS

North Aero operating limits, binding, two only: maximum crosswind component for solo flight 10 knots; no passengers until 5 hours solo in type.

The pilot's own personal minimums. Not binding, not contractual. Collected on the intake, reviewed at the Checkout and at the annual currency flight, recorded here.

	VALUE	REVIEWED
Lowest ceiling		
Lowest visibility		
Maximum total wind		
Maximum crosswind component		
Maximum gust spread		

CURRENCY

Three landings in N1302B within the preceding 60 days. Outside 60 days, the next flight is with a CFI. A lapse is a scheduling condition, not a violation.

ANNUAL RECHECK, TIMED TO THE CLUB'S ANNUAL CURRENCY FLIGHT

DATE	LANDINGS	CURRENCY THROUGH
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