

SECTION 3.02**PILOT FLIGHT TRAINING****RISKS AND HAZARDS**

1. All forms of flight are potentially hazardous. The risks and hazards associated with flying are real and all Pilots and potential Pilots must be fully aware of the possible risks involved.
2. All persons participating in flight training or instruction conducted in accordance with the requirements of this manual do so at their risk.

TRAINING

3. The flight training program described in this manual and its supplements must be completed with particular regard to stalls and stalls with wing drops, prior to making application for the issue of a Pilot Certificate (see CASA Flight Instructors Manual, Exercise 9, Recovery when the wing drops).
4. All ground and flight training will be conducted under the direct supervision of an instructor and, before solo flight is allowed, the Student is required to reach the levels of competency as indicated in the 'Syllabus of Basic Aeronautical Knowledge' and 'Syllabus of Recreational Flight Training' (section 3.04)
5. Prior to a Student Pilot being allowed to attempt a 'First Solo' flight they are required to pass a written examination on the 'Rules of the Air' (Air Legislation) appropriate for recreational aircraft operations.
6. Prior to the Student undertaking a flight test for the issue of a Pilot Certificate the student must have successfully completed a RA-Aus Basic Aeronautical Knowledge Exam or RA-Aus recognised equivalent.
7. At the completion of the training the CFI will advise the RA-Aus whether a candidate has trained on;
 - (a) a nose wheel undercarriage; or
 - (b) a tail wheel aircraft.
8. Upon receipt of a Pilot Certificate recommendation the RA-Aus may call for copies of log book and training records in order to conduct a desk-top audit.

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