

Transitioning To A Different Aircraft



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Most of us pilots look forward to the challenge involved in qualifying to fly a different make or model aircraft.

We anticipate the ritual involved in the “checkout” and we are understandably proud when we receive a sign-off from our flight instructor. That ritual may involve one flight, three or more touch and goes, among other operations. Regardless, managing the risks of introducing yourself to a new aircraft is at the core of this process.

Identifying, Assessing Risks

When approaching a transition, familiar techniques identify, assess and mitigate the risks. Regarding pilot risks, the primary concern is one of **qualification**. You may be legal to jump in the new airplane and set out, but you may only be “current” and not “proficient” to meet any significant challenges.

The aircraft risks, meanwhile, may include several factors, including unfamiliar avionics and equipment, performance differences and equipment issues you are not yet aware of.

Environmental risks also may be present. What about the weather on your planned launch day? Are there terrain, or airport issues you will face (e.g., a high density-altitude takeoff during summer, soft/short-field operations in an unfamiliar airplane)?

Do you really know how to use the panel-mounted equipment? And, of course, you certainly may be facing some external pressures by wanting badly to use this new bird for your trip.

RISK ASSESSMENT MATRIX				
Likelihood	Severity			
	Catastrophic	Critical	Marginal	Negligible
Probable	High	High	Serious	Medium
Occasional	High	Serious	Medium	
Remote	Serious	Medium	Medium	Low
Improbable	Medium	Medium	Medium	

The risk assessment matrix can help us assess these risks. Collectively, the level of risk severity introduced from some of these potential hazards could be at least critical if not catastrophic. As for risk

likelihood with your lack of experience in the aircraft, it could be at least at the occasional level. This places you squarely in the yellow or serious level of total risk in one or more elements.



Examine all the risks of the transition, this will allow you to have a plan to get the airplane **mastered**. Consider these following factors:

- **Pilot:** decide what are your primary risks; e.g. lack of recent experience or no experience in the make and model, not having complete proficiency with the radio and instrumentation, and engine management system.

- **Aircraft:** review the POH, aircraft's papers, check-lists, performance characteristics, and procedures.

- **Environment:** reduce the possibility of weather issues, avoid any marginal weather and maintain minimums until you had a few hours in the airplane.

- **External pressures:** ensure to have enough hours for training in the new aircraft, engage a flight instructor for your transition.

- **Significant Avionics Differences:** even if it is the same make and model you have been flying, get your instructor to show you how to operate it. Also check manuals and other educational material pertaining to the installed equipment.

Before your first flight, conduct a thorough cockpit walk-through to establish an efficient cockpit flow for normal, abnormal and emergency procedures.

Set higher personal minimums (such as cross-wind component and wind gust speed) until you are thoroughly familiar with the aircraft and its equipment.

Conduct your first flights in the local area and perform all the typical manoeuvres that you would for the private pilot skill test.

Lastly, since a C150 differs considerably from the A210. Our club will provide transitioning training for anyone who wants it. There is additional instruction-capacity for this.

We strongly recommend that all pilots with demonstrable experience on the C150/152 take a refresher flight with an instructor.

For all pilots signed off on the C172, a transitioning flight of 1 hour approximately is required to be completely current on the C150.

For all pilots who don't have Cessna experience, the transitioning training of few flights is necessary to fully master all the ins and outs of the aircraft.

Plan the refreshing/transitioning training via ACM Planning (whatsapp)

Guidance Material:

FAA The Airplane Flying Handbook (Chapters 11-16)

Cessna 150 Pilots Guide by Jeremy M. Pratt

C-150 Digital version in Dutch (available soon at the club)

POH CESSNA 150 COMMUTER 1977 MODEL 150M