



Personal currency charts

The Farley List

John Farley, OBE, AFC, PhD is a well known test pilot and contributor on a wide range of aviation topics. After a career in the RAF he became an instructor and test pilot on the Harrier and its predecessors. A few years ago he wrote an article on Maintaining Currency for GASCO; the essentials of which are reproduced below and could be of assistance to a GA pilot when drawing up a bespoke currency plan.

Specialising as I did in V/STOL handling trials may be a pretty extreme example of doing a lot in a short time but the principle is still sound. Currency depends on what you do, not how long you take to do it. If you accept this, how should you decide what you need to do on this next trip? You get out your chart and look at where the biggest holes are in your currency. Doubtless you are asking yourself questions like how do you draw up the chart in the first place? Just what should go in it? How should you use the chart to reduce risk?

There are three distinct things to do in constructing your own personal currency chart.

Firstly, you must make a list of exercises that you feel (know) you should practise. In the early days of your flying careers that list may include most of the PPL syllabus headings. Later, as you become more experienced, some items can be binned, although probably not that many if you are honest with yourself. Another way to look at the list is to ask yourself what things you would want to go and practise today if you were going to re-take your PPL skills test tomorrow. You should certainly include any exercise that you pray would not come up on your skills test!

The next thing is to decide just what maximum period there should be between the practices of all items on the list – 1 month, 2 months or whatever and note that interval in the second column. Then you want a column for each month, where you will fill in the date on which you carry out the actual practice. In no time at all, you will build up a very useful picture of just what you did with your recent time airborne. An example of what I am suggesting is shown in the table on the other side of the card. It is not intended to be definitive and it is up to you to tailor the concept to your needs.

Just boring holes in the sky is a terrible waste of flying time, whatever your type of aircraft or level of flying experience. Whether you are an amateur or a professional, planning your currency training is very important and needs to reflect the tasks and emergencies you currently face with your normal sort of flying.

The bottom line of all this is that currency training is important. If you don't make time for such training and plan it in a systematic and thoughtful way, then you are letting yourself down and certainly increasing your chances of bending an aeroplane (or worse) when doing even the most basic pure flying, let alone the complex applied stuff.

GASCO

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MY CURRENCY					
	INTERVAL	January	February	March	April
CIRCUIT WORK					
Runway landing	1 month				
Grass landing	1 month				
Glide landing	2 months				
Flapless landing	2 months				
X-wind landing	1 month				
Landing from a side-slip	3 months				
Fan stop	1 month				
Go-around	1 month				
STALLING					
Clean idle					
Approach idle					
Approach power					
Go-around power					
Turning idle					
Turning cruise					
UNUSUAL ATTITUDES					
Nose high					
Nose low					
FORCED LANDINGS					
Field selection					
Sideslipping					
PFL and go-around					

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