



## Mountain and Canyon Flying Seminars LLC Fundamental 3-Day Course Schedule

### Day 1:

- 09:00 – 13:30 Registration and Check-In
- 13:30 – 14:10 Introduction
- 14:10 – 15:45 **Preparing the Pilot for Mountain/Canyon Flight (Chapter 1)**  
**Getting the Numbers for Mountain and Canyon Flight: Aircraft Performance Work Sheet**  
Steep Stabilized Approach: *How do we do it and Why do we like it!*  
Backcountry Takeoff Procedures, (ground roll, climb to 50ft), Emergency Canyon Turns: The Mindset of having a Way Out! Turn Radius and Airspeed, Canyon Turns.(**Chapter 1**)
- 15:45 – 16:00 Break
- 16:00 – 16:50 Backcountry Preflight Items (**Chapter 1**)
- 17:00 – 18:00 Aircraft Inspections (conducted with your A/C, flight line MYL)
- 18:30 - 21:00 Get Acquainted Dinner / flight assignments

### Day 2:

- 06:00 – 11:00 First morning's flight
- 13:00 - 13:30 Flight Debrief, Risk Management and Review of Aircraft Performance Cards
- 13:45 - 14:45 **Mountain & Canyon Navigation – Getting There (Chapter 3)**  
Flight Planning, Types of Drainage Navigation, Ridge Crossing, Descending into Confined Areas, Applying the emergency canyon turns, Contour Flying
- 14:45 - 15:00 Break
- 15:00 - 16:10 **Landing Areas – Overhead Observation “The Shopping List” (Chapter 5)**  
Runway surface conditions and hazards, Game or livestock on the runway, Other aircraft operations, Runway gradient, Wind direction(s) and intensity, Gradient vs. Wind, Surrounding terrain and obstacles, Planned approach path, Planned departure path, Emergency landing spots for approach and departure, and Abort point
- 16:10 - 16:20 Break (Flight assignments)
- 16:20 – 17:00 **Flying the Approach-Confined Areas Operations “Defining Abort Point Aviation”(Chapter 6)**  
Every Good Landing Starts in the Pattern, How to design a standard pattern in a non-standard environment

### Day 3:

- 06:00 - 11:00 Second morning's flight
- 13:30 - 14:00 Risk Management and Debrief
- 14:00 - 14:45 **“Density Altitude and Aircraft Performance” (Chapter 4)**  
Determining Density Altitude (DA), Reduction in Engine Horsepower due to DA Increase, Power Loading and Weight Reduction, Takeoff Performance, Landing Performance & Climb Performance  
D/A practical application
- 14:45 - 15:00 Break
- 15:00 - 15:50 **“Aim point – Air Speed”**  
Move the Aim-Point, The Backcountry Landing, You've Landed! Now What?

**Receive your Log Book Endorsement “Backcountry Branded”**

**McCall Mountain and Canyon Flying Seminars LLC**

[www.mountaintocanyonflying.com](http://www.mountaintocanyonflying.com)