

BAeA Pilot Proficiency System

The Flight Evaluation Process



The following guidelines will be used by BAeA Flight Evaluators (FE) for the issue and renewal of Proficiency endorsements to establish a standardised process for all pilots who request a Flight Evaluation.

Pilots requiring a Flight Evaluation should download this guide and satisfy themselves that they meet the given criteria prior to seeking an appointment with an FE for the endorsement flight, and present the form to the FE with the first section (Applicant and Applicant Qualifications) duly completed and with the applicants' statement signed.

1. Documentation:

1.1. The Flight Evaluator should:

1.1.1. Inspect the applicant's logbook to confirm the pilot's aerobatic experience and currency on the aircraft type that will be used for the demonstration;

1.1.2. Check the applicant's pilot licence and SEP(L) rating, or the equivalent qualification for gliders, and BAeA membership and previous proficiency status with the Membership Secretary to ascertain the pilot's eligibility for the evaluation flight;

1.1.3. Check the applicants aerobatic rating if they have a Part FCL licence.

1.1.4. Discuss the aircraft's maintenance programme and ask the pilot to warrant that the aircraft is approved for the planned demonstration and is, to the best of his knowledge, free from any defect that might reduce flight safety. Remind the pilot of the requirement to present the aircraft's airworthiness documents when registering for a contest.

2. Oral Evaluation:

2.1. The Flight Evaluator should:

2.1.1. Discuss the weight, balance and loading limitations; airframe and engine operating limitations; "G" load restrictions and any other operating limitations that are applicable to the demonstration aircraft.

2.1.2. Discuss aerobatic training methods, and preparation for aerobatic flights and competing at a contest, with emphasis on safety issues.

2.1.3. Ask the applicant to describe the aerobatic sequence he intends to demonstrate, and the minimum heights he plans to observe. Discuss energy management, planning of manoeuvres in relation to aircraft limitations, the effects of density altitude and the compensation required for differing wind conditions. Include discussion of key heights and speeds and actions to be taken if these are not achieved during a sequence.

2.1.4. Discuss the applicant's experience of spin training, including recovering from developed forms of all types of spin encountered in the Class of contest flight being assessed. The pilot must warrant that (s)he has conducted appropriate spin training in the aircraft type that will be flown during the evaluation.

2.1.5. Discuss the applicant's approach to planning for and experience of flying Unknown sequences if the applicant has not flown Unknown sequences at contests previously.

2.2. In addition, applicants who have not previously competed at a BAeA contest recently should be asked to:

2.2.1. Discuss the pilot's responsibilities at a contest, with a focus on good airmanship and safety issues; and

2.2.2. Discuss human performance and its limitations relating to contest flying, including stress, fatigue, dehydration, mental attitude and personal limitations.

2.3. The Flight Evaluator should determine the applicant's familiarity and knowledge of:

2.3.1. The BAeA Code of Conduct.

2.3.2. The BAeA General Rules.

2.3.3. Declarations and warrants that the pilot must make when entering a contest (shown on the Entry Form and Registration Declaration).

2.3.4. The need to position flights within the aerobatic box, and the avoidance of any specified no-fly areas.

2.3.5. Awareness of the minimum height limits for the Class and the need to fly within them.

3. Preflight Inspection

3.1. The applicant should conduct his normal preflight inspection, with special emphasis on the following areas:

3.1.1. Fuel and oil adequate for the planned flight with contingency reserve;

3.1.2. Aircraft structural integrity and freedom of flying surfaces and engine controls;

3.1.3. Thorough check for loose objects in the cockpit and elsewhere in the aircraft; and

3.1.4. Altimeter setting to the proper reference.

4. Flight Demonstrations

4.1. The pilot can arrange for the endorsement flight to be undertaken dual, with the Flight Evaluator accompanying the pilot in a multi-seat aircraft, or solo with the Flight Evaluator observing from the ground and in contact by radio. If dual, the pilot being evaluated must occupy the seat used when the aircraft is flown solo.

4.2. The minimum height limit for an endorsement flight must be agreed in advance and must be no lower than that specified in these Rules for the Class of competition concerned.

4.3. The pilot must demonstrate:

4.3.1. The Known or, at and above Intermediate, the pilot's Free Known sequence for the Class and year in question. For Unlimited only a proficiency sign-off is also required before entering a Freestyle event, for which a Final Freestyle demonstration per CIVA Regulations and successful sign-off must be achieved. Note that Unlimited 'Aresti' and 'Freestyle' demonstrations must not be combined in a single flight.

4.3.2. The ability to recover from the full range of intentional spin types encountered in the Class.

5. Standards

5.1. To be eligible for endorsement, the pilot must:

5.1.1. Fly the sequence and additional figures in a safe manner, without contravening height limitations or, for Freestyle, any designated 'display line';

5.1.2. Demonstrate a reasonable degree of skill in positioning the sequence in the prevailing wind conditions.

5.2. Errors of geometry or instances of wrongly executed figures that would give rise to hard zeroes in a contest will not be used as reasons for denying the endorsement, provided that the applicant demonstrates appropriate situational awareness and the ability to properly to respond to such errors.

5.3. The Flight Evaluator must be convinced that the pilot is always in proper control of the aeroplane and has sufficient mental capacity to cope with the stress of competition flying, especially during Unknown sequences, in the relevant Class.

6. Reporting And Endorsement

6.1. The Flight Evaluator will conduct a post-flight debrief with the applicant to review resulting issues that deserve comment.

6.2. The applicant must present the Flight Evaluation Form (see Appendix) with the first section duly completed and signed, to the Flight Evaluator, who will record details of the assessment, the outcome (pass or fail) and any reasons for failure. The applicant must then send the completed form to the Membership Secretary for retention.

6.3. If the applicant has passed the assessment, the qualification will be recorded electronically by the Membership Secretary.

Appendix A: Flight Evaluation Form

FlightEvaluationProcessDocument v11_BMcC.doc 25/04/2023

PILOT PROFICIENCY ENDORSEMENT: ISSUE OR RENEWAL**APPLICANT'S PERSONAL DETAILS AND EXPERIENCE:***Applicant to complete and sign**this section prior to evaluation.*

NAME:

Address

Post Code

Telephone:

Email

BAeA Mem. No.

Pilot's Licence:
(or glider equivalent)

Type

No.

SEP(L) in date: Y / N

Total

Last 12 Months

On Evaluation Type

Aerobatic Hours:

Qualification sought:

Club/Club+ / Sports / Int / Adv / Unl / Freestyle

Power / Glider

Applicant's statement: *I warrant the above to be a true record of my details and qualifications***ORAL EVALUATION:****Applicant's knowledge of:***circle the options***Comment**

Aircraft Limitations

Sat /

Unsat

Personal Preparation for Flight

Sat /

Unsat

Sequence Analysis and Planning

Sat /

Unsat

Spin Awareness

Sat /

Unsat

Planning for Unknowns

Sat /

Unsat

Code of Conduct & Rules

Sat /

Unsat

Box and Height Minima

Sat /

Unsat

FLIGHT DEMONSTRATION: At location / airfield: _____ on _____ / _____ / 202**Pre-Flight Criteria:**

Max G +

Max G -

Min Ht (ft):

Flight Observations:*circle the options***Comment**

Climb and Start

Sat /

Unsat

Sequence

Sat /

Unsat

Positioning/Wind

Sat /

Unsat

Handling

Sat /

Unsat

Adherence to Limits

Sat /

Unsat

Situational Awareness

Sat /

Unsat

Decision:

Pass / Fail

Comments:

The original or a copy of this completed endorsement form, whether an overall Pass or Fail has been given, must be transmitted to the Membership Secretary as soon as possible following the evaluation process.

Evaluator:

NAME:

Signature:

BAeA Memb No:

Date:

For Membership Secretary Use Only! Date Received: