

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 Card 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 FE 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/proficiency cards to ascertain the pilot's eligibility for the evaluation flight; and
 - 1.1.3. 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 FE 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 FE 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 FE accompanying the pilot in a multi-seat aircraft, or solo with the FE 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 sequence for the Class and year in question or, for Unlimited only, a Final Freestyle sequence as per CIVA Regulations, as appropriate. In Unlimited, 'Aresti' and 'Freestyle' demonstrations must not be combined in a single flight.

- 4.3.2. Additional figures specified by the FE. These will normally be flown individually and will be chosen from those which may be included in Unknown sequences in the relevant Class. For Intermediate and Advanced Class pilots, Apprentices or Masters figures may also be flown.
- 4.3.3. 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 FE 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 FE 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 FE, 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 FE will endorse the applicant's Proficiency Card appropriately.

[Appendix A:](#)
Flight Evaluation Form

REPORT OF THE ISSUE OR RENEWAL OF A PILOT PROFICIENCY ENDORSEMENT

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
Aerobatic Hours:	Total _____	Last 12 Months _____	On Evaluation Type _____
Qualification sought:	# 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:	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:

Pre-Flight Criteria: Max G + _____ Max G - _____ Min Ht (ft): _____

Flight Observations:	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 _____

circle the required options

Decision: # Pass / Fail **Comments:** _____

Evaluator: _____ **Signature/Date:** _____ / _____ / 201__