

# AWAL LEAD TEST



# GUIDE

# AWAL FAST Flight Leader Test Guide

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## INTRODUCTION

AWAL FAST (Formation And Safety Team) has developed this test guide to assist check pilots when conducting lead pilot practical tests and for Trainers when preparing students for the practical test. It serves as a standardisation training and testing guide. The Check includes an oral knowledge check prior to the check flight briefing.

### ***2-Ship Lead Qualifications***

AWAL has elected to use a 2-ship, stepping stone approach, posted below are the qualifications for 2-ship lead. (Note experienced pilots can go straight to a 4 ship check if deemed capable)

## **Required Qualifications for Lead Applicant (2 Ship)**

- Private Pilot licence\* (with CASA “FF A” Flight activity)
- 350 hours total time (250 hours for current or former QFI, military, or airline check airman)\*
- 10 hours logged formation time as a credentialed wing pilot
- Demonstrated proficiency in each position of a 2-ship formation
- Complete formal lead upgrade training program
- Current Flying member of AWAL
- Practical test recommendation by a current lead pilot
- Successfully complete practical test

*\*or non-Australian , country equiv*

## **Required Qualifications for Lead Applicant (4 Ship)**

- Private pilot licence\* (with CASA “FF A” Flight activity)
- 500 hours total time (350 hours for current or former QFI, military, or airline check airman)\*
- 30 hours logged formation time as a credentialed wing pilot
- Demonstrated proficiency in each position of a 4-ship formation
- Complete formal lead upgrade training program
- Current Flying member of AWAL
- Practical test recommendation by a current lead pilot
- Successfully complete practical test

*\*or non-Australian , country equiv*

## **Trainer Pilot’s Responsibility**

A qualified and current formation trainer pilot is responsible for training the lead pilot applicant to acceptable standards in all applicable subject matter areas, procedures and manoeuvres included in the TASKS within each subject in this practical test guide.

Because of the impact of their teaching activities in developing safe, proficient formation pilots, trainer pilots should exhibit a high level of knowledge, skill and the ability to impart that knowledge and skill to students.

## **Check Pilot’s Responsibility**

The check pilot who conducts the lead pilot practical test is responsible for determining that the applicant meets acceptable standards for knowledge and skill in the selected TASKS.

## **Use of the Test Guide**

All the subject matter, procedures and manoeuvres for lead pilot qualification have been included in the *Flight Leader Test Guide*. The check pilot will select the SUBJECTS that are appropriate to the organisation's standard operating procedures and aircraft. The check pilot should then select enough TASKS within the applicable SUBJECTS to determine that the applicant is proficient. The check

pilot can select as few or as many as he/she feels is appropriate to qualify the applicant. In the case of hand signals those marked with an \* are mandatory and expected knowledge.

In preparation for the practical test, the check pilot will develop a “mission profile” that will include the required tasks in each subject or flight event. The student will brief this profile. If the applicant is unable to perform a TASK in the mission profile due to circumstances beyond his/her control, the check pilot may substitute another TASK from the applicable subject.

### ***Aircraft and Equipment Required for the Practical Test***

The lead pilot applicant will provide an airworthy aircraft for use during the practical test. The aircraft will also have:

1. A functional intercom system
2. The capability for the check pilot to transmit and receive on the radio

The check pilot will have final authority as to whether the aircraft meets the provisions of this paragraph.

### ***Formation Aircraft and Pilots Required for the Practical Test***

The lead pilot practical test will be conducted in a 2 or 4-ship formation.

All members of the flight will be formation qualified and current. With the consent of the check pilot, a formation qualified and current back-seat trainer pilot paired with a student fulfils this requirement.

The check pilot can ride with the applicant or conduct the practical test from another aircraft in the flight. Conducting the practical test from another aircraft is strictly at the option of the check pilot. If this option is chosen, no other training or simultaneous check rides will be conducted during the flight unless there is another trainer or check pilot paired with the other student or applicant.

### ***Materials Required for the Practical Test***

To be an effective flight leader and instructor, and to ensure standardisation, all applicants for lead pilot should have in their possession the following materials:

1. AWAL FAST Foundation and Principles
  2. AWAL FAST Radio Communication and Visual Signals
  3. AWAL FAST wingman and flight leader test guides
- Formation manual for applicant’s formation organisation (1 above)
  - All other applicable SOPs and policy guides for the applicant’s formation organisation
  - Formation proficiency report forms (Digital)
  - Formation checkride forms (Digital)

### ***Provision for 2-Ship Qualification***

Some formation organisations (AWAL) may choose to qualify pilots in 2-ship formation prior to moving to 4-ship. Those organisations, whose formal training programs are so structured, may perform the practical test in 2-ship formation. In this instance, the organisation will issue formation credentials that indicate that the pilot is restricted to 2-ship formation.

## ***Provision for Bomber/Transport Aircraft (TBA)***

The lead pilot practical test may be conducted for a pilot of a bomber or transport aircraft following the procedures in the bomber/transport supplement of the *Flight Leader Test Guide*. For checkrides conducted under the provisions of the bomber/transport supplement, the FAST credential will be issued with a notation on the pilots FAST record restricting the pilot to bomber/transport aircraft.

### ***Satisfactory Performance***

Satisfactory performance to meet the requirements for formation qualification is based on the applicant's ability to safely:

1. Demonstrate proficiency in the applicable TASKS specified in the SUBJECT
2. Demonstrate mastery of the aircraft with the successful outcome of each TASK performed never seriously in doubt
3. Demonstrate clear leadership of the flight from the planning phase all the way through to the debriefing
4. Demonstrate sound judgement and situational awareness

### ***Unsatisfactory Performance***

If, in the judgement of the check pilot, the applicant does not meet the standards of performance in any of the TASKS performed, the associated SUBJECT is incomplete and the practical test is unsatisfactory. If there is some question in the check pilot's mind about the satisfactory completion of a TASK, the check pilot may have the applicant repeat the TASK. The check pilot or the applicant may discontinue the practical test at any time when the performance of a TASK is unsatisfactory. If the practical test is discontinued, the applicant is entitled to credit for those TASKS satisfactorily performed. However, during the retest, at the discretion of the check pilot, any TASK may be re-evaluated, including those previously completed satisfactorily.

## **ORAL PHASE (Knowledge check)**

### ***SUBJECT: FORMATION FUNDAMENTALS***

#### ***TASK: HAND SIGNALS***

**Objective:** To determine that the applicant exhibits knowledge of formation hand signals by Interpreting or demonstrating a selection of the following (\* Essential) :

- a. Run-up\*
- b. Visual signal acknowledgement
- c. Gear up/down
- d. Flaps up/down
- e. Power addition/reduction
- f. Climb/descend
- g. Stack up/down
- h. Level off

- i. Speed brake
- j. Number signals
- k. Fuel state inquiry
- l. Frequency change\* (pre-briefed)
- m. Cross- under .... Chang sides\*
- n. Go Line astern\*
- o. Number 4 to slot (Box)
- p. Pitch out\*
- q. Lead change\*
- r. Loosen Formation\*
- s. Can't hear\*
- t. Can't transmit\*
- u. Landing lights on/off
- v. Pitot heat on/off
- w. Rotating beacon on/off
- x. Transponder off
- y. Go around
- z. HEFOE\*

### ***TASK: AIRCRAFT SIGNALS***

**Objective:** To determine that the applicant exhibits knowledge of formation aircraft signals by:

- 1. Interpreting or describing—
  - a. Wing rock
  - b. Yaw the aircraft
  - c. Porpoise
  - d. Attention in the air

### ***TASK: RADIO COMMUNICATION***

**Objective:** To determine that the applicant exhibits knowledge of radio communication by:

- 1. Explaining—
  - a. Frequency change procedures
  - b. Circumstances under which the “Terminate/Knock it off” call would be used
  - c. Procedure to follow when “Terminate/Knock it off” is called

## ***SUBJECT: TAKEOFF, DEPARTURE***

### ***TASK: ELEMENT TAKEOFF***

**Objective:** To determine that the applicant exhibits knowledge of an element takeoff by:

Explaining—

- a. The procedure for lining up aircraft on the runway prior to takeoff—2-ship, 3-ship, and 4-ship
- b. The sequence of signals used for engine run-up and brake release
- c. Airspeed management during takeoff roll
- d. The procedure to follow if the wing pilot passes Lead during the takeoff roll
- e. The procedure to follow if the wing pilot falls behind Lead during the takeoff roll
- f. The references to use prior to signalling the wing pilot to retract the gear (and flaps on some aircraft)

### ***TASK: SINGLE-SHIP, STREAM (INTERVAL) TAKEOFF***

**Objective:** To determine that the applicant exhibits knowledge of single- ship, stream (interval) takeoffs by:

Explaining—

- a. Possible reasons for performing a single-ship, interval takeoff
- b. The procedure for “feeding” formation aircraft onto the runway for takeoff
- c. The reference used for initiating takeoff behind preceding aircraft

### ***TASK: DEPARTURE***

**Objective:** To determine that the applicant exhibits knowledge of departure procedures by:

Explaining—

- a. The factors influencing Lead’s decision as to when to initiate a turn after takeoff (for a turning rejoin)
- b. Lead’s responsibilities during the formation departure and rejoin

## ***SUBJECT: BASIC MANOEUVRES***

### ***TASK: WING WORK/STATION KEEPING***

**Objective:** To determine that the applicant exhibits knowledge of wing work/station keeping by:

Explaining -

- a. Lead’s technique for managing power, pitch and roll during the wing-work exercise
- b. The parameters of pitch and bank to be flown during the wing-work exercise
- c. Lead’s responsibilities during the wing-work exercise

### ***TASK: CROSS-UNDER***

**Objective:** To determine that the applicant exhibits knowledge of cross-unders by:

Explaining—

- a. The procedures used by Lead to reconfigure a flight using the cross-under
- b. Lead's responsibilities during the cross-under
- c. Potential dangers when directing a cross-under

### ***TASK: ROUTE/BATTLE***

**Objective:** To determine that the applicant exhibits knowledge of the route position by:

Explaining—

- a. The parameters of route position
- b. The circumstances under which route position would be employed
- c. The procedure for sending wing pilots to route
- d. The procedure for bringing wing pilots back into fingertip

### ***TASK: ECHELON***

**Objective:** To determine that the applicant exhibits knowledge of the echelon position by:

Explaining—

- a. The parameters of the echelon position
- b. The circumstances under which wing pilots would execute a Belly turn verses a normal in plane turn

### ***TASK: BOX (4 Ship)***

**Objective:** To determine that the applicant exhibits knowledge of the Box position by:

Explaining—

- a. The parameters of the Box position
- b. The procedure for sending a wing pilot to the Box position
- c. The procedure for rejoining a wing pilot from Box to finger

### ***TASK: LINE ASTERN***

**Objective:** To determine that the applicant exhibits knowledge of Line Astern by:

Explaining—

- a. The parameters of Line astern
- b. The procedure for sending wing pilots to Line Astern
- c. The procedure for rejoining wing pilots from Line Astern to finger

## ***SUBJECT: REJOINS***

### ***TASK: PERCH AND REJOIN***

**Objective:** To determine that the applicant exhibits knowledge of the Perch and rejoin by:

Explaining—

- a. The differences between a turning rejoin and a straight-ahead rejoin
- b. Lead's responsibilities during the perch and rejoin

### ***TASK: OVERSHOOT /BUGOUT..... (UNDER RUN)***

**Objective:** To determine that the applicant exhibits knowledge of the rejoin Bug outmanoeuvre by:

Explaining—

- a. The circumstances under which the Bug outmanoeuvre would be executed
- b. The potential dangers associated with the Bug outmanoeuvre
- c. Lead's responsibilities during the Bug outmanoeuvre

## ***SUBJECT: 3-SHIP FORMATION***

### ***TASK: 3-SHIP VIC***

**Objective:** To determine that the applicant exhibits knowledge of 3-ship vic by:

Explaining—

- d. The configuration of a 3-ship vic
- e. The protocols used to fly 3-ship vic

## ***SUBJECT: TRAFFIC PATTERNS***

### ***TASK: INITIAL AND PITCH***

**Objective:** To determine that the applicant exhibits knowledge of the Initial and Pitch by:

Explaining—

- f. How and when Lead will configure the flight for the Initial and Pitch
- g. How Lead will determine where to begin the break to downwind
- h. How Lead will determine where to establish the base position
- i. Where in the traffic pattern flaps and gear will be extended
- j. How Lead will determine the appropriate landing interval in the traffic pattern
- k. Where in the traffic pattern base turn should be initiated
- l. Where Lead will plan to touch down
- m. The hot side/cold side of the runway concept
- n. When and what radio call is used to "clear" preceding aircraft during landing roll

- o. Procedure for go-around after the pitch-out
- p. High crosswind landing procedures

### ***TASK: ELEMENT LANDING (TBA)***

**Objective:** To determine that the applicant exhibits knowledge of an element landing by:

Describing—

- a. When/where Lead will configure the flight (gear/flaps)
- b. What Lead should expect from the wing pilot
- c. The desired wingtip clearance during approach and landing
- d. Lead's airspeed management throughout the approach and landing
- e. The wingman's desired touch down timing relative to Lead

### ***TASK: ELEMENT GO-AROUND (TBA)***

**Objective:** To determine that the applicant exhibits knowledge of the element go-around by:

Describing—

- a. Possible reasons for executing a go-around
- b. The sequence of events following Lead's go-around call or hand signal
- c. The procedure to follow if the wing pilot is unable to maintain position during the go-around

## ***SUBJECT: EMERGENCY/ABNORMALS***

### ***TASK: EMERGENCY ACTIONS***

**Objective:** To determine that the applicant exhibits knowledge of emergency procedures during different phases of flight by:

Describing—

- a. The actions Lead will take when experiencing an emergency during an element takeoff roll
- b. The actions Lead will take when experiencing an emergency during a single-ship, interval takeoff
- c. The actions Lead will take when a wing pilot executes a high-speed abort during an element takeoff
- d. The actions Lead will take when a wing pilot executes a high-speed abort during an interval takeoff
- e. The actions Lead will take when a wing pilot experiences a catastrophic emergency immediately after an element takeoff
- f. The actions Lead will take when a wing pilot experiences an emergency at altitude

Explaining—

- g. HEFOE
- h. NORDO recovery procedures
- i. Chase aircraft procedures
- j. Assistance/coordination procedures following bailout or forced landing

### **TASK: ABNORMALS**

**Objective:** To determine that the applicant exhibits knowledge of abnormal procedures by:

Describing—

- a. Bingo and joker fuel
- b. Hard deck (if used)
- c. The reasons for calling “Knock-it-off”
- d. Knock-it-off procedures
- e. The reasons for breaking out of the formation
- f. Break out procedures
- g. Lost sight procedures

## **FLIGHT PHASE**

### **SUBJECT: PREFLIGHT PROCEDURES**

#### **TASK: BRIEFING**

**Objective:** To determine that the applicant:

- 1. Is capable of organising, planning and briefing a 4-ship flight in a clear, concise manner
- 2. Demonstrates that he/she is clearly the leader and in charge
- 3. Plans the flight with an orderly, well defined and efficient sequence of manoeuvres
- 4. Takes into account local conditions, traffic and weather
- 5. Takes into account the qualifications and capabilities of the wing pilots
- 6. Properly briefs emergency procedures
- 7. Ensures that all flight members clearly understand the briefing
- 8. Ensures that all aspects of the briefing are consistent with national formation guidelines, the applicant’s formation organisation's training manual/SOP, and CASA regulations.

#### **TASK: START, TAXI**

**Objective:** To determine that the applicant:

- 1. Properly performs the preflight, is strapped in and ready at the briefed start time
- 2. Conducts engine start up according to briefed procedures
- 3. Performs a precise radio check-in and positive communication is established with all

flight members

4. Handles any delays or problems in a deliberate manner using radio or hand signals
5. Configures aircraft as briefed when taxiing
6. Taxis at a moderate speed that does not require excessive use of power or brakes and is appropriate for the prevailing conditions and the other flight members
7. Complies with all ATC communications or makes appropriate calls on the CTAF frequency

### ***TASK: RUN-UP***

**Objective:** To determine that the applicant:

Positions the flight in the run-up area to allow for adequate space for all flight members

Waits until the wing pilots have signalled ready prior to giving the run-up signal

Allows sufficient time for all wing pilots to perform their run-up and preflight checks

Upon acknowledgement of completion of checks, configures his/her ship for safe takeoff without missing any check-list items, and selects proper transponder mode/code

### ***SUBJECT: TAKEOFF, DEPARTURE***

#### ***TASK: ELEMENT TAKEOFF***

**Objective:** To determine that the applicant:

1. Ensures that all wing pilots are on the proper radio frequency and ready for takeoff
2. Uses clear, concise radio communications and complies with all ATC clearances
3. Maintains communication on the appropriate CTAF frequency at uncontrolled fields
4. Is alert to all local traffic and procedures
5. Takes the proper position on the runway based on wind direction and other prevailing factors
6. Ensures that all wing pilots are in proper position on the runway, as appropriate
7. Uses the correct hand signals and receives acknowledgement from the wingman
8. Gives the run-up signal, runs the power up to the briefed setting and, once acknowledged by the wingman, releases brakes at the head nod
9. Applies power smoothly but briskly to the briefed setting, giving sufficient power advantage to the wingman
10. Is precise in maintaining directional control and rotation is smooth
11. Sets proper takeoff reference and allows aircraft to fly off the runway
12. Gives the appropriate gear-up signal only after the wing pilot is safely airborne at sufficient altitude (50' agl minimum), clear of obstacles, and stabilised in position
13. Gives the flaps-up signal (as applicable to aircraft) only after proper airspeed has been attained
14. Establishes the briefed climb power setting and airspeed

15. Maintains a stable platform for the joining second element, with constant bank and airspeed
16. Ensures that the applicant's wingman is positioned on the inside of the turn, directing a cross- under, if necessary
17. Monitors altitude, aspect angle and closure of the second element
18. Maintains a traffic watch throughout the manoeuvre

### ***TASK: SINGLE-SHIP, STREAM/INTERVAL TAKEOFF***

**Objective:** To determine that the applicant:

Takes proper position on the runway based on wind direction and other prevailing factors

1. Initiates the takeoff roll as briefed
2. Establishes the briefed climb power setting and airspeed.
3. Initiates a turn or continues straight ahead, as briefed to effect a rejoin.

### ***C. TASK: REJOIN AFTER TAKEOFF***

**Objective:** To determine that the applicant:

1. Maintains a stable platform with constant bank and airspeed
2. Monitors the altitude, aspect angle, alignment and closure of #2, #3, #4, or the second element, as applicable
3. Maintains a traffic watch
4. Safely departs the local traffic area and sends the flight over to the appropriate enroute frequency

### ***SUBJECT: BASIC MANOEUVRES***

#### ***TASK: WING WORK/STATION KEEPING 90° AND 180° CLIMBING TURNS, LEVEL OFF AND POWER REDUCTION***

**Objective:** To determine that the applicant:

1. Provides a stable platform to enhance the ability of #3 or #4 to maintain relative position
2. Monitors engine performance and systems periodically to assure compliance within aircraft limitations
3. Uses smooth, consistent changes in power, pitch and bank throughout the manoeuvre

#### ***TASK: BELLY TURN***

**Objective:** To determine that the applicant:

1. Exhibits precise aircraft control
2. Uses entry and exit roll rates that are smooth and consistent

## ***TASK: LAZY EIGHTS, LEFT AND RIGHT USING UP TO 60° BANK TURNS, WITH UP TO PLUS OR MINUS 20° OF PITCH***

**Objective:** To determine that the applicant:

1. Understands and appreciates the acceleration and deceleration effects with respect to the lazy-eight manoeuvre
2. Uses smooth and consistent changes in pitch and roll throughout the manoeuvre
3. Monitors the wingmen for position and capability

## ***TASK: CROSS-UNDER***

**Objective:** To determine that the applicant:

1. Uses the proper hand signals to direct the cross-under
2. Ensures that the signalled wingman interprets and acts as intended
3. Ensures that wingmen who are supposed to remain in position do so

## ***TASK: ROUTE/BATTLE POSITION***

**Objective:** To determine that the applicant:

1. Gives the appropriate signal to send the wingmen to route position
2. Uses the appropriate signal to bring the wingmen back to close formation

## ***TASK: BOX (4 ship)***

**Objective:** To determine that the applicant:

1. Gives the appropriate signal to send #4 to the Box position
2. Maintains the existing, stabilised flight platform until #4 calls in position
3. Uses the proper signal to send the wingman back to finger position

## ***TASK: LINE ASTERN***

**Objective:** To determine that the applicant:

1. Uses the appropriate radio call or signal to send the wingmen into Line astern
2. Maintains the existing, stabilised platform until the wingmen report in position
3. Exhibits smooth, coordinated control throughout the manoeuvre
4. Uses the appropriate radio call to send the wingmen back to finger

## ***TASK: LEAD CHANGE***

**Objective:** To determine that the applicant:

1. Configures the flight for the lead change
2. Gives the new lead a position report to provide situational awareness
3. Uses the proper signals to initiate the lead change

4. Maintains a stable platform as the new Lead manoeuvres into position
5. Takes up proper station keeping in the reconfigured flight
6. Does not lose sight of the new lead once the lead-change signal has been given

## ***SUBJECT: REJOINS***

### ***TASK: PERCH AND REJOIN***

**Objective:** To determine that the applicant:

1. Configures the flight properly for the pitch-out to the Perch
2. Clears in the direction of the pitch to the perch.
3. Gives the appropriate signals for the pitch-out to the perch.
4. Monitors the wingman during the transition to the perch.
5. Responds correctly to the Wingmans calls requesting the type of rejoin.
6. Establishes a stable platform by maintaining the briefed airspeed and bank angle throughout the manoeuvre
7. Divides attention between clearing for the flight and monitoring the wingmen as they rejoin
8. Monitors the wingmen for bearing, altitude, alignment and closure throughout the manoeuvre

### ***TASK: PITCH AND REJOIN (4 Ship)***

**Objective:** To determine that the applicant:

9. Configures the flight properly for the pitch-out or Perch
10. Gives the appropriate signals for the pitch-out manoeuvre and interval
11. Clears in the direction of the break and executes a level pitch-out
12. Waits until all wingmen are stabilised in trail prior to initiating the rejoin signal
13. Establishes a stable platform by maintaining the briefed airspeed and bank angle throughout the manoeuvre
14. Divides attention between clearing for the flight and monitoring the wingmen as they rejoin
15. Monitors the wingmen for bearing, altitude, alignment and closure throughout the manoeuvre

### ***TASK: OVERSHOOT/BUG OUT (sometimes termed “underrun”)***

**Objective:** To determine that the applicant:

1. Recognises the potential overshoot situation and takes appropriate action
2. Monitors the overshooting pilot throughout the manoeuvre
3. Is cognisant of the potential conflict of other wingmen during the overshoot manoeuvre

4. Takes appropriate action if the overshoot is bungled

## ***SUBJECT: SIMULATED EMERGENCY/ABNORMALS***

### ***TASK: SIMULATED EMERGENCY***

**Objective:** To determine that the applicant:

1. Maintains situational awareness during a simulated emergency situation
2. Is directive in guiding the flight to a satisfactory solution of the simulated emergency situation
3. Is able to perform the proper, supportive roll when another flight member experiences a simulated emergency

### ***TASK: KNOCK-IT-OFF (KIO)/TERMINATE***

**Objective:** To determine that the applicant:

1. Takes the appropriate action when a KIO/Terminate call is initiated
2. Makes the proper radio call when a KIO/Terminate call is initiated
3. Resolves the issue that created the KIO/Terminate situation

### ***TASK: BREAK OUT***

**Objective:** To determine that the applicant:

1. Takes the appropriate action when a break out is necessary
2. Makes the proper radio call when a break out is initiated
3. Resolves the issue that created the break out situation
4. Rejoins the flight in an efficient manner or is otherwise directive in disbanding the flight

### ***TASK: LOST SIGHT***

**Objective:** To determine that the applicant:

1. Takes the appropriate action when a lost sight situation occurs
2. Assures that all flight members are de-conflicted from one another
3. Resolves the lost sight situation in a safe, appropriate manner

## ***SUBJECT: TRAFFIC PATTERNS***

### ***TASK: INITIAL AND PITCH***

**Objective:** To determine that the applicant:

1. Configures the flight for the echelon formation appropriate to the direction of break
2. manoeuvres the flight to an initial approach for the landing runway
3. Makes the appropriate ATC or traffic advisory radio calls

4. Monitors other traffic in the pattern and de-conflicts as necessary
5. Gives the appropriate pitch-out signals for the break and interval
6. Flies the pattern as briefed using the appropriate altitude and airspeeds
7. Flies a stabilised final approach
8. Lands on the appropriate portion of the runway
9. Monitors the wingmen and ensures all have cleared the runway and are ready to taxi

### ***TASK: ELEMENT LANDING TBA (n/a for tailwheel aircraft)***

**Objective:** To determine that the applicant:

1. Flies the pattern as required using the appropriate altitude and airspeeds
2. Configures the element for landing at the appropriate segment of the traffic pattern
3. Places the wingman on the appropriate side for existing conditions
4. Makes the appropriate ATC or traffic advisory radio calls
5. Monitors other traffic in the pattern and de-conflicts as necessary
6. Flies a smooth, stable pattern throughout approach and landing
7. Lands on the proper portion of the runway

### ***TASK: ELEMENT GO-AROUND TBA (n/a for tailwheel aircraft)***

**Objective:** To determine that the applicant:

1. Remains cognisant of the wingman throughout the manoeuvre
2. Maintains situational awareness with respect to terrain, obstacles and other traffic

## ***SUBJECT: COMMUNICATION***

### ***TASK: EXECUTION***

**Objective:** To determine that the applicant:

1. Uses radio calls, as appropriate, in a clear, concise manner
2. Ensures that the wingmen understand the radio calls and acknowledge as is necessary
3. Uses proper visual signals, as appropriate, to direct wingmen
4. Uses proper aircraft signals, as appropriate, to direct wingmen
5. Monitors wingmen for proper action after giving a signal

### ***TASK: FREQUENCY CHANGE***

**Objective:** To determine that the applicant:

1. Uses proper check-in/check-out procedures during frequency changes
2. Moves the flight out to Battle/route position, as necessary to accomplish the frequency change safely

## ***SUBJECT: POST FLIGHT OPERATIONS***

### ***TAXI, ENGINE SHUTDOWN***

**Objective:** To determine that the applicant:

1. Gathers the flight together for the return taxi, as briefed
2. Signals for engine run-up and shutdown as appropriate
3. Secures the aircraft as required

### ***DEBRIEF***

**Objective:** To determine that the applicant:

1. Is clearly in control of the debrief and guides it to a successful conclusion
2. Reviews the mission objective at the outset of the debriefing
3. Debriefs those portions of the flight where learning can be achieved
4. Debriefs with emphasis on what took place, why it took place and how corrective action will bring about an improvement
5. Provides individual, detailed instructive guidance for the wingmen, as necessary
6. Allows each wingman to provide additional debriefing commentary to provide perspective or fill in areas not covered by Lead
7. Accepts constructive criticism with appreciation and understanding
8. Demonstrates maturity, objectivity and appreciates his/her responsibility to maintain a positive, professional training experience for the flight

## ***SUBJECT: GENERAL LEAD AIRMANSHIP***

### ***TASK: LEAD AIRMANSHIP***

**Objective:** To determine that the applicant:

1. Exhibits precise aircraft control, including smooth and deliberate manipulation of the flight controls
2. Is consistent with smooth, constant roll rates into and out of turns
3. Manages power such that control is timely, with no erratic or unnecessary throttle movement
4. Keeps power changes to a minimum, makes all power changes smoothly, only as necessary, and always allows the wingmen a comfortable power margin
5. Does not reduce power to idle or any power setting that is so low that it would not allow the wingmen to carry an increment of power that would provide them with differential speed control
6. Does not carry a power setting that would cause a wing pilot to exceed his/her engine operating limitations
7. Does not fly a manoeuvre so as to cause a wing pilot to exceed the operating limitations of his/her aircraft

8. Flies the sequence of manoeuvres as briefed in a logical, consistent manner
9. Remains within the confines of the defined operating area
10. Adheres to all ATC airspace and communication requirements
11. Maintains a traffic watch
12. Is aware of the position and needs of the wingmen at all times
13. Flies in a manner consistent with the proficiency level of the wingmen
14. Maintains situational awareness at all times
15. Conforms to CASA/AWAL regulations and requirements

## **CERTIFICATION**

Following the check ride if the candidate is successful the Check pilot will complete the on line Form and certify the candidate as a 2 Ship Lead (L2) or a 4 ship Lead (L4).