FLIGHT TEST CHECKS

AEROBATIC FLIGHT	LAA/FT- AEROS Issue 3

A/C Type:	Reg: G-	Serial No:
Airfield:	Ground OAT: °C	QNH: mb

1. LOADING

Fuel State at start of flight: _____ lb kg*	Pilot weight: _____ lb kg*	Crew weight: _____ lb kg*
Loaded Weight at start of flight: _____ lb kg*	CG: in/mm* Aft/Fwd* of datum	Datum:

* Delete as appropriate

2. AEROBATIC HANDLING

The following aerobatics shall be demonstrated as being practicable without the pilot having to use exceptional skill to complete the manoeuvre. It must be shown that all manoeuvres can be easily within the allowable airspeed and 'g' limits of the permitted flight envelope, with a safe margin for error.

Loop	Entry speed: kts mph*	Max g recorded:
	Comment / advice	
Slow roll	Entry speed: kts mph*	-
	Comment / advice:	
Barrel roll	Entry speed: kts mph*	Max g recorded:
	Comment / advice:	
Stall turn	Entry speed: kts mph*	Max g recorded:
	Comment / advice:	
Half Loop with half roll out	Entry speed: kts mph*	Max g recorded:
	Comment / advice:	

Other manoeuvres; state below:

3. SPINS

It shall be demonstrated that the aircraft can perform and safely recover from spins in *both* directions of up to *and including* three turns. Test should be made progressively, starting recovery after one half turn.

For each spin record the following data:

Throttle shut:-

1. Entry height						
2. Number of turns						
3. Direction of turn						
4. Recovery action						
5. Response to recovery action						
6. Total loss of height (spin and recovery)						

4. FUEL AND OIL SYSTEMS

Monitor engine oil pressure gauge and fuel pressure gauge, monitor engine for misfiring and cleanliness of pick up, check function of systems during the above manoeuvres and also in:-

4.1 Sustained inverted flight (where applicable).

4.2 Transition from normal to inverted flight and recovery to normal.

4.3 Left and right knife edge flight (where applicable).

Fuel System:- Check loss of fuel from vents whilst in inverted flight and state whether the rate of loss is excessive or hazardous and whether it enters the cockpit or smothers the windscreen.

Comments:

5. COCKPIT ASSESSMENT

Check that the pilot and crew harness provides satisfactory restraint during aerobatic manoeuvres and harness and buckles are of a type and so positioned as to make them extremely unlikely to be inadvertently tripped during manoeuvres.

Comments:

Check that all controls that may be required during aerobatic flight can be reached and easily operated whilst fully strapped in and carrying out manoeuvres.

Comments:

Check that all instruments that need to be monitored during aerobatic flight are easily visible whilst carrying out manoeuvres.

Comments:

Check that no controls (switches etc) are likely to be inadvertently operated whilst carrying out aerobatic manoeuvres.

Comments:

Check that satisfactory stowage exists for any items in the cockpit (eg fire extinguisher, first aid kit, escape axe etc).

Comments:

6. CERTIFICATION

I certify that I have flown the above aircraft in accordance with the above schedule and that with the exception of the points below I consider the aircraft suitable/unsuitable for acceptance in the aerobatic role.

Exceptions (or state NIL):			
Name:	Signed:	Date of Test:	Licence No.:

Once completed send this form and, if the aircraft has a Permit to Fly, the aircraft's Operating Limitations sheet to LAA Engineering.

Important note: Following conclusion of satisfactory flight test, the aircraft must not be flown aerobatically until issue of approval.