

# RECOMMENDATION FOR A FORMATION CHECK RIDE

For Wingman \_\_\_\_\_ Leader \_\_\_\_\_ Affiliation \_\_\_\_\_

I have observed \_\_\_\_\_ in \_\_\_\_\_ formation flight(s) in position(s) 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_ 4 \_\_\_\_\_ and find him/her qualified to fly formation.

The formation flight have been in \_\_\_\_\_ (type of aircraft. and I recommend the check ride be performed.

Recommending Pilot \_\_\_\_\_ Affiliation \_\_\_\_\_ Date \_\_\_\_\_

## RELEASE/HOLD HARMLESS

The undersigned Holder/Applicant of/for the Wingman \_\_\_\_\_ Leader \_\_\_\_\_ Check Pilot \_\_\_\_\_ Formation Qualification Card hereby acknowledges, and attests to that he/she is an active member of at least one of the signatory organizations. As an active member of one of the signatory organizations, I hereby agree to be familiar with, and abide by, the Guidelines, Rules and Regulations established by the Confederation of Signatory Organizations known as F.A.S.T. I further acknowledge and understand that the Guidelines, Rules and Regulations of F.A.S.T., have been established to provide the Holder/Applicant of/for this Card with the minimum information necessary to understand the procedures and signals of formation flying, and further I acknowledge and understand that it is my sole responsibility to keep fully informed, current and aware of all information available from whatever source concerning formation flight. The undersigned recognizes and agrees that no representations or warranties have been made to him/her which are inconsistent with any of the procedures, signals, and policies, as set forth within the *Formation Flight Manual*, (all editions) published by the T-34 Association, Inc. or the Darton International, Inc. video, *Formation Flying - The Art*. Further, I hereby acknowledge and recognize that this Formation Card/Evaluation does not waive my obligations to abide by all applicable local, state, and Federal rules and regulations. I further recognize that formation flight training and formation flying is inherently dangerous wherein there is a possibility of injury or death, and in consideration of my acceptance of this Formation Qualification Card/Evaluation, issued by participating Signatory Organizations I, for myself, my heirs, executor, administrators, and assigns do hereby release and forever discharge the Signatory Organizations and every one of them and F.A.S.T., its members, employees, suppliers, agents or representatives of and from any and all claims, demands, losses, or injuries incurred or sustained by me as a result of instruction, training attending, participating in, practicing for, and traveling to and from activities involving formation flights. Further, I agree to accept any and all financial obligations incurred as a result of the medical assistance, hospitalization and related expenses which may arise out of participation, attendance, practicing for, traveling to and from, or because of engaging in formation flights, organized or sanctioned by any named entity or individual named herein.

Print Name \_\_\_\_\_ Signature \_\_\_\_\_

Date \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Work \_\_\_\_\_

Fax \_\_\_\_\_ E-mail \_\_\_\_\_

Cell \_\_\_\_\_

***Please send this form plus the card fee to the organization that you are affiliated with***

# FAST Flight Evaluation

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Aircraft N#: \_\_\_\_\_

Location: \_\_\_\_\_

Pilot's License # \_\_\_\_\_

Medical \_\_\_\_\_

L.O.A. \_\_\_\_\_

Total flight time \_\_\_\_\_

Formation Time \_\_\_\_\_

Flight duration \_\_\_\_\_

Aircraft type \_\_\_\_\_

| ORAL PHASE (Briefing)   | S | U | FLIGHT PHASE   | S | U |  |  |
|---|---|---|--|---|---|--|--|
| Standard Hand Signals: Run-up, frequency changes, number signals, head nod, wingman cross, element cross, break-up and rejoin, gear and flap cycling, power addition and reduction, level off, climb, descent, fuel state, inquiry, inflight emergency, can't hear, can't transmit, lead change, stack up, stack down, #4 to slot |   |   | Start time, start, taxi, response to signals   |   |   |  |  |
|   |   |   | Radio discipline: check-in, frequency changes  |   |   |  |  |
|   |   |   | Run-up: check list & standard procedures   |   |   |  |  |
|   |   |   | Section take-off: position and power management  |   |   |  |  |
|   |   |   | Climbing turns 90° and 180°, level off and power reduction   |   |   |  |  |
|   |   |   | Cross unders: power management smoothness – proper nose/tail clearance   |   |   |  |  |
|   |   |   | Break-up and rejoin: signal recognition, proper interval, radio call, cut-off angle, 45° line, overshoot energy management |   |   |  |  |
|   |   |   | Landing gear and flap cycling, turns in "dirty" configuration, power and position management, signal recognition           |   |   |  |  |
|   |   |   | Aircraft recognition signals: yaw, porpoise, wing rock   |   |   |  |  |
|   |   |   | Lazy eights left and right and 45° bank plus or minus 20° pitch  |   |   |  |  |
| Standard formation configurations: trail, echelon, fingertip, enroute, diamond  |   |   | Cross unders, rejoins, aircraft configuration changes  |   |   |  |  |
| Cross unders, rejoins, aircraft configuration changes   |   |   | Break-up and rejoin, radius of turn cut-off, overshoot energy management   |   |   |  |  |
| Break-up and rejoin, radius of turn cut-off, overshoot energy management  |   |   | Turns in fingertip, echelon, trail, enroute, terminal maneuvering  |   |   |  |  |
| Turns in fingertip, echelon, trail, enroute, terminal maneuvering   |   |   | Lead change, emergency signals, HEFOE system   |   |   |  |  |
| Lead change, emergency signals, HEFOE system  |   |   | 360° overhead approach, breaks, intervals, section landings  |   |   |  |  |
| 360° overhead approach, breaks, intervals, section landings   |   |   | Taxi-in, shut down procedures  |   |   |  |  |
| Taxi-in, shut down procedures   |   |   | Radio discipline: check-in, frequency changes, traffic calls   |   |   |  |  |
| Radio discipline: check-in, frequency changes, traffic calls  |   |   | Terminal maneuvers: overhead approach, break and landing or section landing at check pilot's discretion                    |   |   |  |  |
| Comments:   |   |   | Runway clearing, taxi-in, shutdown, and debriefing   |   |   |  |  |
|   |   |   | <b>Flight Evaluation</b>   |   |   |  |  |
|   |   |   | Date passed _____  |   |   |  |  |
|   |   |   | Recommend further training _____   |   |   |  |  |
| Pilot's signature _____   |   |   | Check pilot's signature _____  |   |   |  |  |
|   |   |   | print name _____   |   |   |  |  |