

## **Pilots Manual - Amendment – April 2012**

***The last two paragraphs of section 2.13 CHECK FLIGHTS are replaced by the following ...***

All non-instructor solo pilots must undertake annual check flights with an Assistant or Full rated instructor. To be allowed to fly solo pilots must satisfactorily complete the check flights no more than 12 months after the previous completion date.

A pilot's first due date will be twelve months after that on which they were signed off daily checks.

If during the twelve months preceding their due date pilots have - .

- Passed the final test flights for transfer from the white card to the red or the yellow card to the green.
- Passed the general skills test flights required to obtain a Bronze badge.

Then they may adopt the date of completion of those events as their annual check flight due date.

Pilots completing their checks, for whatever reason, by up to two months before the due date may defer the next check to twelve months from that due date.

Instructors have a separate system of checks.

The checks will require at least two flights. This will involve demonstrating satisfactory handling of the following.

- Winch launch, correct lift-off and rotation with lay-off.
- General flying - scan cycle lookout, trimming, speed control & co-ordination.
- A circuit starting plus or minus 200ft on normal HKA, including correct lookout.
- Final turn & approach.
- Stalls & reduced g or spins & spiral dive.
- Simulated launch failure with correct recovery.

As with any check flight the pilot may benefit by trying additional exercises for training and/or personal satisfaction but the ones listed above will be in the nature of a test not tuition.

Instructors additionally may include topics relating to national or local safety campaigns or changes in recommended practise.

Persistent failure of check flights (or any other problem) entailing a period of re-training will be accompanied by demotion to a lower card.

In addition, to retain their annual check status pilots holding green cards or yellow cards will be required to fly, between annual checks, at least 15 hours and 15 winch launches and pilots holding red cards, at least 5 hours and 15 winch launches. Power flying hours can count up to 5 hours. Those who have not met these currency conditions will be rated at the next lower card colour until their currency in the previous 12 months returns to the levels above.

If a pilot is in any doubt about his/her currency then a check flight should be undertaken.