

FLIGHT PROFILE

- | ACTION: | HAND SIGNAL: |
|---|---|
| 1. RUN-UP TO 2000RPM | INDEX FINGER AND ARM EXTENDED VERTICALLY, CIRCULAR MOTION OF FINGER |
| 2. TAKE-OFF IN SECTIONS (BRAKE RELEASE AT FORWARD END OF NOD) | HEAD NOD FORWARD (DISTINCT MOVEMENT) |
| 3. JOIN-UP F.T.RIGHT(LEADER CONTINUES TO CIRCLE UNTIL ALL A/C IN POSITION) | NONE |
| 4. F.T.RIGHT TO F.T.LEFT | |
| A. LEAD SIGNALS #2 IMPENDING SECTION MOVE, THEN SIGNALS SECTION LEAD (#3) TO MOVE HIS FLIGHT TO LEFT ECHELON, #3 PASSES SIGNAL TO #4 | DOUBLE PUMP OF RIGHT ARM FIST CLENCHED (#2 1ST, #3 [S/L] 2ND) |
| B. #3 MOVES HIS SECTION TO #2'S LEFT WING | NONE |
| C. LEAD SIGNALS #2 TO MOVE FROM LEFT WING OF LEAD TO RIGHT WING OF LEAD, #2 PASSES SIGNAL TO #3 | EXTEND LEFT ARM, FIST CLENCHED |
| D. SECTION LEAD MOVES OUT 1/2 SPACING MINIMUM TO ALLOW CLEARANCE FOR #2, AFTER #2 CLEARS LEADER C/L, THEN #3(S/L) MOVES INTO POSITION ON LEADER | NONE |
| E. COMPLETE | |
| 5. F.T.LEFT TO DIAMOND | |
| A. LEAD SIGNALS SECTION LEAD TO MOVE #4 INTO SLOT POSITION | LEFT ARM UP, 4 FINGERS EXTENDED, THE CLENCH FIST WITH THUMB POINTED AFT, MOTION AFT |
| B. SECTION LEAD (#3) NODS ACK TO LEAD AND THEN SIGNALS #4 | LEFT ARM UP, 4 FINGERS EXTENDED, THE CLENCH FIST WITH THUMB POINTED AFT, MOTION AFT |
| C. #4 MOVES INTO POSITION IN SLOT | NONE |
| D. SECTION LEAD SIGNALS LEAD #4 IS IN POSITION | THUMBS UP SIGNAL |
| E. COMPLETE | |

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- | ACTION: | HAND SIGNAL: |
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| 6. DIAMOND TO F.T.LEFT | |
| A. LEAD SIGNALS #4 TO RETURN TO LEFT WING OF SECTION LEAD | ROCKS WINGS (DUTCH ROLL) (3 TO 4 TIMES, 10 DEG MAX) |
| B. #4 MOVES TO HIS PREVIOUS POSITION ON LEFT WING OF #3 | NONE |
| C. COMPLETE | |
| 7. F.T.LEFT TO RT ECHELON | |
| A. LEAD SIGNALS #2 IMPENDING SECTION MOVE, THEN SIGNALS SECTION LEAD (#3) TO MOVE HIS FLIGHT TO RIGHT ECHELON, #3 PASSES SIGNAL TO #4 | DOUBLE PUMP OF LEFT ARM FIST CLENCHED (#2 1ST, #3 [S/L] 2ND) |
| B. SECTION LEAD MOVES HIS SECTION TO #2'S RIGHT WING AND #4 MOVES TO #3'S RIGHT WING AFTER #3 PASSES LEADER C/L | |
| D. COMPLETE | |
| 8. BREAK-UP AND RE-JOIN | |
| A. LEAD SIGNALS BREAK-UP (LEAD WATCHES TO SEE ALL MEMBERS OF FLIGHT RECEIVE SIGNALS) | RIGHT ARM UP INDEX FINGER EXTENDED WITH CIRCULAR MOTION, FOLLOWED BY NUMBER OF FINGERS TO INDICATE BREAK INTERVAL IN SECONDS |
| B. LEAD BREAKS (OPTIONAL KISS OFF)
#2 BREAKS AT SPECIFIED INTERVAL
#3 BREAKS AT SPECIFIED INTERVAL
#4 BREAKS AT SPECIFIED INTERVAL | (OPTIONAL) FINGERS ON LIPS AND PULL AWAY |
| C. LEAD ROLLS OUT 180 DEG FROM ORIGINAL HEADING | NONE |
| D. LAST MAN IN CALLS ON R/T | NONE |
| E. LEAD SIGNALS RE-JOIN | LEAD ROCKS WING 15 LEFT, 15 RIGHT, 15 LEFT THEN CONTINUES TO 20 LEFT FOR JOIN-UP |
| F. #2 ALWAYS JOINS ON THE INSIDE OF THE TURN
#3 AND #4 JOIN ON THE OUTSIDE OF THE TURN
(ALL REJOINS ARE TO A FINGER TIP FORMATION [STANDARD]) | NONE |

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ACTION:

HAND SIGNAL:

8. BREAK-UP AND RE-JOIN (CONT'D)

G. COMPLETE

9. F.T. RIGHT TO TRAIL

A. LEAD SIGNALS

LEAD GENTLY PORPOISES
HIS A/C 3 TIMES (A/C
SHOULD NOT CHANGE
ALTITUDE)

B. SECTION LEAD (#3) MOVES OUT NONE

C. #2 MOVES BACK AND SLIDES IN NONE

D. #3 MOVES BACK AND SLIDES IN NONE

E. #4 MOVES BACK AND SLIDES IN NONE

F. COMPLETE

10. TRAIL TO F.T. LEFT (RT TURN)

A. LEAD SIGNALS REFORM COMMAND

LEAD ROCKS WING 15 LEFT,
15 RIGHT, 15 LEFT, 15
RIGHT AND CONTINUES TO
TURN RIGHT FOR REFORM

B. #2 ALWAYS JOINS ON THE INSIDE OF THE TURN
#3 AND #4 JOIN ON THE OUTSIDE OF THE TURN
(ALL REJOINS ARE TO A FINGER
TIP FORMATION [STANDARD])

C. COMPLETE

11. F.T. LEFT TO RT ECHELON

A. LEAD SIGNALS #2 IMPENDING SECTION MOVE, THEN SIGNALS SECTION LEAD (#3) TO MOVE HIS FLIGHT TO RIGHT ECHELON, #3 PASSES SIGNAL TO #4

DOUBLE PUMP OF LEFT ARM
FIST CLENCHED (#2 1ST,
#3 [S/L] 2ND)

B. SECTION LEAD MOVES HIS SECTION TO #2'S RIGHT WING AND #4 MOVES TO #3'S RIGHT WING AFTER #3 PASSES LEADER C/L

D. COMPLETE

ACTION:

HAND SIGNAL:

12.

BREAK FOR LANDING

- | | |
|--|---|
| A. LEAD SIGNALS BREAK-UP
(LEAD WATCHES TO SEE
ALL MEMBERS OF FLIGHT
RECEIVE SIGNALS, #2 AND
#3 CONTINUE TO SIGNAL
BREAK UNTIL NOD FROM LEAD) | RIGHT ARM UP INDEX FINGER
EXTENDED WITH CIRCULAR
MOTION, FOLLOWED BY
NUMBER OF FINGERS TO
INDICATE BREAK INTERVAL
IN SECONDS |
| B. LEAD BREAKS (OPTIONAL
KISS OFF) 60 DEG BANK LEVEL
TURN
#2 BREAKS AT SPECIFIED INTERVAL
#3 BREAKS AT SPECIFIED INTERVAL
#4 BREAKS AT SPECIFIED INTERVAL
(EACH A/C AT THE BREAK REACQUIRES
THE PREVIOUS ONE TO MAINTAIN
SEPARATION) | (OPTIONAL) KISS OFF |
| C. LEAD ROLLS OUT 180 DEG FROM ORIG
AND ESTABLISHES PATTERN | |
| D. #2 ROLLS OUT AND ESTABLISHES SPACING | |
| E. #3 AND #4 FOLLOW SPACING SET UP BY #2 | |

13.A

LEFT/RIGHT RUNWAY DISCIPLINE (RUNWAY WIDTH PERMITTING)

- A. LEADER LANDS ON DOWNWIND SIDE OF RUNWAY
- B. #2 LANDS ON UPWIND SIDE OF RUNWAY
- C. #3 LANDS ON DOWNWIND SIDE OF RUNWAY
- D. #4 LANDS ON UPWIND SIDE OF RUNWAY
- E. NEVER STOP ON RUNWAY ON RUNWAY EXCEPT AT FAR END TO CLEAR
- F. ROLL TO END OF RUNWAY TO CLEAR IF AT ALL POSSIBLE
- G. MAINTAIN VISUAL CONTACT WITH A/C AHEAD AT ALL TIMES
- H. LEAD TO USE R/T FOR SPACING CHECKS

CROSSING THE RUNWAY CENTERLINE IS AN AUTOMATIC DISQUALIFICATION

13.B

SINGLE A/C LANDINGS (RUNWAY LESS THAN 150' WIDE)

- A. ROLL TO END OF RUNWAY TO CLEAR IF AT ALL POSSIBLE
- B. NEVER STOP ON RUNWAY ON RUNWAY EXCEPT AT FAR END TO CLEAR
- C. MAINTAIN VISUAL CONTACT WITH A/C AHEAD AT ALL TIMES
- D. LEAD TO USE R/T FOR SPACING CHECKS

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14. CRITERIA FOR FLIGHT TEST:

SMOOTH APPLICATION OF AERODYNAMIC CONTROLS

SMOOTH APPLICATION OF POWER CONTROLS

ROUGH HANDLING OF A/C CAN BE DISQUALIFYING

IMPROPER MOVEMENT OF A/C IS AUTOMATIC DISQUALIFICATION

SUCCESSFUL OUTCOME OF THE FLIGHT SHALL NEVER BE IN DOUBT
BY CHECK PILOT