

3. A pilot who has not competed at his level for one year shall automatically revert to the next lower level. This means that an "Advanced" pilot, for example, who fails to compete at the Advanced" level for one year may now compete at the Intermediate" level only for the following year. This rule may be waved at the discretion of the Contest Director or the SAC committee.
4. All contest participation will be recorded on the SAC records and published on the website.
5. A list of pilots, sanctioned by the SAC committee, who may give aerobatic instruction for the SAC, is published from time to time.
6. Aerobatic instructors as appointed by the SAC may not charge for their services and must be rated on the type of aircraft they give instruction on.
7. Instructors completing the attached forms are urged to do so in as much detail as possible since this form will be kept on record at the SACAA. The knowledge and skills imparted in these early erobatic sessions will form the foundation of the student's aerobatic career. These forms are open to inspection by the SACAA and the committee of the SAC.
8. The rating issued hereunder is for the purposes of solo aerobatic practice and competition flight only. This rating is not valid for aerobatic displays, formation aerobatics, military aerobatics, or aerobatics in jets, helicopters, turbine powered aircraft, micro lights, gliders, gyrocopters, and any light single or twin-engined aircraft not specified for aerobatic flight by its manufacturer.
9. A separate Display Authorization is required for the purpose of display flying.
10. These rules, regulations and considerations may be amended from time to time. It is the responsibility of the holder of an aerobatic rating issued by the SAC to keep abreast of any changes or new developments.
11. This rating confers the privilege of aerobatic flight on the holder. By the same token there exist certain responsibilities. Some of these include: good airmanship, safe flying practices at all times, remaining current, supporting the club and it's activities, setting an example to other pilots by being totally
12. professional in one's approach to the sport and flying in general, never practicing new figures or manoeuvres at insufficient altitude.
13. Check list: The student should have: This form and the Aerobatic Training Record card.
The attached syllabus and rating form is based on the SAC Manual of Procedure as approved by the SACAA, a copy of which may be requested from the SAC Committee.

Ideally, a complete aerobatic instruction course should consist of a minimum of six sessions:

They are:

- Safety
- Spins
- Loops
- Stall turns
- Rolls and flying inverted
- Solo linked sequence of Spin, Loop, and Stall turn, Roll.

AEROBATIC SYLLABUS AND RATING FORM

Full Name	
Home Address	
Telephone Nu	
Email address	
License number	
Expiry Date	
Instructor	

LESSON 1: Safety in the briefing:

1. Civil Aviation Regulations pertaining to aerobatic flight
2. Briefing on aircraft type

3. Pre-Flight procedures
4. Parachute use
5. Pre aerobatic procedures
6. Unusual attitudes and the correct recovery procedure
7. A short review of gyroscopic effects, slip stream, stalling (including high speed stall)
8. A short discussion on aerobatics in general

In the air:

The instructor shall demonstrate to the student: (provided the aircraft is cleared for the manoeuvre by the manufacturer)

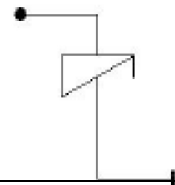
- Stalling erect
- Inverted flight
- Stalling inverted
- Slow flight
- Steep turns
- Spinning upright
- Spinning inverted
- High speed stall
- Positive flick roll (Snap roll)
- Loop
- Straight roll (aileron roll)
- Stall turn (hammer head)
- Linked sequence of: one turn spin, loop, stall turn and roll
- Recovery from unusual attitudes.

During this lesson and, if the student is up to it after demonstration of the above, the instructor should give the student a chance to practice recovery from unusual attitudes. It is a good idea to revise the recovery procedure at every session.

UNUSUAL ATTITUDES

LESSON 2: Spinning

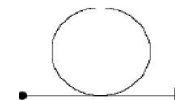
The student must be able to enter and recover from an upright spin. The student must be able to recognize and recover from an inverted spin.



SIGNATURE OF INSTRUCTOR	NAME IN BLOCK LETTERS	DATE
SIGNATURE OF STUDENT	NAME IN BLOCK LETTERS	DATE

LESSON 3: Loop

The student must be made aware of the radius of the loop, entry speed required and any other inherent dangers in flying loops or part loops. Particular attention must be drawn to the possibility of exiting the loop lower than entering it and of the danger of flicking out of the loop at the top.



SIGNATURE OF INSTRUCTOR	NAME IN BLOCK LETTERS	DATE

SIGNATURE OF STUDENT	NAME IN BLOCK LETTERS	DATE

LESSON 4: Stall Turn

The student must be made aware of the possibility that the result of a badly executed stall turn may be an inverted flat spin. He should know how to recognise this and how to recover from the situation, before an inverted flat spin has developed.



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LESSON 5: Roll

The student must be made aware that unless flown very well, rolls may result in a loss of altitude.



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LESSON 6: Linked Sequence

The student must demonstrate to the instructor that he is capable of flying solo, a linked sequence of: Spin, loop, stall turn and roll, in a safe and controlled manner.

SIGNATURE OF INSTRUCTOR	NAME IN BLOCK LETTERS	DATE
SIGNATURE OF STUDENT	NAME IN BLOCK LETTERS	DATE

Note: This Aerobatic Rating Form, completed and signed by both instructor and student, needs to be submitted to the SACAA, 011 0821000, Hangar 50, Rand Airport for their processing.