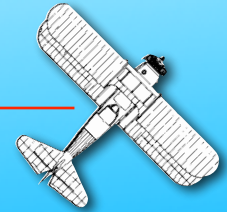


# THE BEARING LINE



A STEARMAN FLIGHT UPDATE  
DECEMBER 2024

## President's Corner

Numerous Stearman Flight members have spent many hours behind the scenes working on



organizational items. While this might not be seen by most members, the efforts will be paying off for the entire organization. Communication in our signatory has been enhanced by the renewal of this newsletter and we are working to implement other comm items identified by the survey earlier this year.

I encourage each of you to continue to get as much flying in as possible before the colder weather sends us back to our hangars... The biggest yearly gathering of Stearman took place at Galesburg and many of our members were able to attend. Total number of Stearman at the fly in was 77, and good weather for the entire week was a blessing.

The Stearman Fly in has been successful over

many years with pattern safety. Please continue with heightened vigilance at high density airports and at every airport you operate. The recent midair collisions, near and in the pattern, should motivate us to ensure we don't "let down our guard" when we approach the airport....

**Julie (Chatty)Thomas**  
**President & Check Pilot**

## Editor

Welcome to last Bearing Line of 2024. The year seemed to go by in the blink of an eye. Stearman Flight had a full and productive year. Starting in Malden, Mo. for warm up, practice and proficiency flying and finishing up the year at the Blue Angel end of season show at Pensacola Naval Air Station.



This is the time of year that I point out and thank the people that have made Stearman Flight what it is today. I respect these people and am fortunate to call them my very good friends.

Our President Julie Thomas has lead the way in talking the talk



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and walking the walk. Julie is task oriented and always diligent in making sure we are all adhering to the administrative requirements of the FAA, FAST and Stearman Flight. She is the face of our organization. We have spent many hours hashing out issues to help make flying formation safe, standard and fun.

Cary Hardin & Selena have been our Secretary/ Treasurer since the beginning of Stearman Flight. They keep our paper work in order. Cary is our calming voice of reason. When Cary gives his thoughts, everybody is quiet and carefully listens.

David Burroughs is the architect of Stearman Flight's Basic, Advanced, and Airshow (FAST card) building

block training levels. David has endless patience in instructing, defining (codifying) problems, determining the best course of action for solution and helping our organization succeed. Earlier I said I spent many hours with Julie. My time with Julie is a mere moment compared to the time I have enjoyed (mostly) trying to figure out what David is talking about. David is truly a deep thinker and takes time to explain to me, a Marine.

If you are fortunate enough to fly with them consider it a bucket list item checked off.

**John Rettick**

## **Jim Ratliff** passed away on 9 December 2024.

Stearman Flight sends condolences to Jim's family. Jim has been a great contributor to the Stearman community and his knowledge and patience will be fondly remembered. All those who would call and get advice from Jim were met with thoughtful information to help them solve the mysteries of the Stearman, from engine demons to airframe nuances.



Numerous people also have fond memories of his time spent giving rides to WWII veterans during Veteran's Flight activities. While in Pensacola, he frequently flew alongside Stearman Flight pilots and embodied the good spirit that exists between formation pilots of all organizations.

Jim will be remembered by many for his love of MS State University, his service in the military, his time at Delta Airlines and his many years of contributions and mentoring in the Stearman community.



## WHO'S WHO? A PROFILE OF THE PEOPLE THAT MAKE OUR ORGANIZATION TICK

Jay Pemberton is Stearman Flight's Northwest instructor with a very extensive list of credentials. Jay, with his dad, Addison, and brother, Ryan, are the heart of the Stearman community at Felts Field (KSFF) in Spokane, WA. Jay is the definition of professionalism in the GA community.



Jay's qualifications include ATP CFI CFII CFIM for MES SES SEL MEL A&P, CRJ 400 and 700, Boeing 747, B25 and T28B type ratings, 17,000+ TT/ 1100 Stearman / 8100 tail wheel.

Jay's 1<sup>st</sup> logbook entry was when he was 4 days old, and his CFI dad taped his hands to the family C-185 yoke for his 1<sup>st</sup> lessons about primary flight control elements.

Jay grew up in an aviation family surrounded by Stearmans, T6's, Super Cubs, C185 and countless antique aircraft. Jay soloed a Schweitzer T33 glider at 15 and Super Cub at 16 and PVT check ride in the trusty Super Cub at 17 and soloed the family 450

Stearman. He pushed through all his ratings as fast as he could. Passed his instrument rating in the family 185 at 18, his commercial in the family Beechcraft Staggerwing.

Jay graduated from WSU with a computer Science degree and, after a few years in a computer cubicle, decided that a flying lifestyle better suited his dreams. Flight instruction was heavy for several years. He then flew as a missionary pilot in the mountains of Indonesia in the Pilatus PC6 Porter 3 years and 4000 hours. This is into some of the most changeling short and mountains airstrips in the world. Now married with a little girl, he and his wife Elin moved back

stateside to fly the CRJ for

SkyWest before moving on to

Atlas Air Cargo in the 747-400 and 800 10 years ago. He is today a

Captain/check airman for the airline and enjoys extensive international travel as his day job. Jay and Elin have 5 kids now who think all kids fly in a Grumman Goose, T6's and Stearman's every day.



Jay is the go-to guy for old antique airplane check outs here in Spokane and for the Grumman Water community in the Grumman Widgeon, Goose and Mallard. Jay got his FAST Lead card 20 years ago and enjoys formation flying. At

Galesburg some years ago the 4 ship Spokane team which Jay was part of won 1<sup>st</sup> place in the formation contest that year.

Our base airport Spokane Felts Field has 12 Stearman's, 11 of which are active. We get a steady stream of new Stearman owners and Jay enjoys safe check outs - passing on the Stearman skill set to the up and coming. Jay owns a North American AT6D and does check outs for a locally based T28B as well. The Pemberton family has 9 vintage tail wheel aircraft in their stable, all with unique personality and character.

Jay will commonly return back to Spokane from a long international Altas trip and stop at Felts Field on the way home to fly the "old stuff."



**Addison Pemberton, Stearman Flight**

## People That Don't Follow the Rules Crash Airplanes



A couple of evenings ago my family and I were watching television when someone made a snide comment about one of

the (not so bright) characters as being a "...little rule follower". I immediately reacted. "WAIT A MINUTE!" I exclaimed.

A sort of pall fell on the room. I could hear everybody thinking "Uh-oh, Papa is upset about something, AND he's about to get on his soap box." I am known in my family as a man of few words, and I did not disappoint. "I strongly object", I continued, "to the use of the term *"rule follower"* as a pejorative". In my business, people who don't follow the rules crash airplanes.

There is a good deal of statistical evidence to back this up. A quick review of fatal Warbird accidents in the last 20+ years reveals at least 1 FAR violation as either a direct or contributing factor in a very high percentage of accidents.

Of course, there are different types of rules. There are the "hard stops" of physics and, with all due respect to "Star Trek", we have not yet figured out a way to violate these rules without disastrous results. Some of my favorites are:

- Force = Mass times Acceleration.
- A body in motion tends to remain in motion (or at rest), unless acted on by an outside force.
- Every action has an equal and opposite reaction.

I'm sure you recognize these as a distillation of Newton's three laws of motion.

The soft rules that we use as guides in aviation however - FARs, organizational policies and procedures, even our organization's culture, can indeed be foolishly disregarded. They represent a shared set of values (basically none of us wants to see airplanes crash), that we use to interpret the "hard laws" for use in practical day to day operation.

The numbers vary a bit of course, but in a typical year we have between 7 and 15 fatal Warbird accidents, resulting in the loss of just under 12 human lives.

So, why do we consistently choose to violate the rules that are there to keep us away from the hard edges? The answers to that question are as numerous as the number of pilots in this industry.

A better question might be "Why do we allow this?" Again, there are a lot of answers - peer pressure, ego, cognitive biases that skew our perception of risk, etc. But should we allow it? The short answer is "No, we should not."

We all like to think of ourselves as professionals. I know many of us are not professionals in the sense that we are paid for flying, but we still think of ourselves as professional in demeanor and capability.

Other professions in high consequence industries would not tolerate this type of behavior by their peers. Imagine if your surgeon willfully disregarded established policies, procedures, and protocols because he or she was in a hurry or wanted to do "something cool".

So, stay away from the hard edges. Let's use our industry's well-established procedures and the FARs to stay out of trouble. More importantly, let's work toward continuous improvement in our culture. Let's not tolerate unsafe attitudes and behaviors. **Let's Raise the Bar.** Be willing to speak up. "If you see something, say something." If we can move the needle on this just a little bit, we can save lives.

Stay Safe.

John Lohmar

Stearman Flight & NATA Check Pilot



# INSTRUCTOR

## The Four Forces & their impact on maneuvers

**Spiral Slipstream** by common definition is ‘a ribbon air’ thrust backward by the prop and spirals around the fuselage eventually striking the left side of vertical stabilizer and rudder. That ‘pushes the tail’ to the right and the nose to the left. Obviously, the greater volume and velocity of the slipstream, the



**David (TBolt) Burroughs**

greater the tendency to turn left; for example full throttle on takeoff and climb out. Therefore, right rudder is used to counteract that tendency and keep the airplane pointed straight ahead. So, why does a pilot not need to hold right rudder when at cruise airspeed which is actually much higher than take off and climb out speeds? The slipstream is still striking the vertical stabilizer and rudder, isn't it? So, what trick did Stearman and other manufacturers pull to make that possible to create that paradox—a slightly offset vertical fin (or dorsal fin in some cases) to dampen the left turn tendency in cruise flight.

Think about this puzzle when flying right wing on the outside of a turn to the left. What rudder is needed to stay coordinated? Why? Does that ever change? Why? What about the left wingman in a right turn? How about either one during climbing and descending turns? What about during Lazy 8's, especially ones flown excruciatingly slow vs. the ones flown using the advantage of potential and kinetic energy and inertia? Then duplicate the same exercises with the wingman on the right side of lead.

Try each exercise and have the front seater watch the ball in the turn indicator and document what happens. Is a pattern noticed? What happens to

the ball in each variation? What is the pilot noticing in terms of staying coordinated in each exercise? What happens naturally if the pilot doesn't take corrective action with the rudder to keep the ball in the center? Compare notes with the front seater and the lead pilot when back on the ground. What is the conclusion? What do we need to communicate to wing and lead pilots 'how' to understand and counteract the left turning tendency during various maneuvers?

Try the same experiments and testing during various bank angles during *slow flight at 60 mph*. Conduct them at rejoin AOB, roll wire AOB, and cabane strut AOB. Each maneuver flown left and right with the wingman on the left and repeat all three AOB with wing on the right. Do the same process with cross unders, etc.

What are the findings, conclusions, and instructional tips that can be developed to aid both wing and lead pilots about the forces of flight that can be used to the formation's advantage in the future?

For each maneuver in each direction in each wingman position, the objective is to determine:

1. What are the primary and secondary factors causing the lack of coordination, efficiency, and elegance and on the other hand causing the pilots to work too hard?
  - P-Factor?
  - Spiral Slipstream?
  - Torque?
  - Gyroscopic Precession
  - Combinations of one or more?
2. What lead and wing pilot technique(s) work best to counteract them for a given maneuver?

Will any Stearman Flight pilots conduct this experiment and document your data? If so, who? Will anyone call or write to report that you intend to do this and report your findings and conclusions. “Anyone? Anyone?”

## #2 By David Burroughs Check Pilot

## My experience with Stearman Flight

I entered into the Stearman family in the summer of 2019. After a partnership in a YM5 Waco didn't work out (unknown to me my friend had no tail wheel time and insurance was absurd because of it!) I searched

for something I could afford on my own. The local grass airfield had a Stearman used to give checkouts, so I reached out and got my first Stearman hours. After a couple of hours of dual I fell in love, and knew this was the type of airplane I needed. I eventually found a nice one that happened to have a 450. I luckily got hangar space at that local grass field.

But even more luckily there were 4 other Stearman's on

the field and a few more nearby.

As soon as I was comfortable in my new plane I started flying pickup formation with the local Stearman guys as well as another more formal formation group of local sport biplanes.

Formation flying is the most fun I've had in an airplane in my entire career. I used to say it was flying seaplanes up in New England, but this is a whole different level of fun!

I joined Stearman Flight mainly to get access to the Formation Manual. I casually read through the manual to get the basics. I also got some informal training from my sport biplane friends who were part of FAI, as well as informal training from my local Stearman group of friends. I noticed a few minor differences between FAST and FAI, but they seemed pretty inconsequential. I flew regularly with both groups in formations up to 5 ships.

I had heard that occasionally Stearman Flight clinics were available, and several from our Stearman group had taken part. One had received his FAST card. I was interested in taking part in the clinics but none were within comfortable Stearman range during times I could attend. I may have not tried too hard to make it work because I had heard

that some people were disappointed in the training. I had heard from several people at Galesburg that the training progressed too slowly, and that sometimes the de-briefs were very hostile with screaming and yelling. I like to have fun, and if a clinic involves hostile de-briefs, I'm out.

This past year at Galesburg a close friend was talking with David Burroughs from Stearman Flight and mentioned that I was looking to advance to the next level of formation flying. I had met David in previous years but hadn't had a chance to get to know him. David and I had a nice long conversation about what I had learned about formation flying so far, and what I wanted to get out of more training. Throughout the conversation his level of knowledge and cool demeanor were very impressive. I knew right then and there that he would be able to help me become a much better formation pilot, and I'd make sure I found the time to get to spend more time with him. I found it hard to believe that he was the type for screaming and yelling.

David suggested he and I train with a dedicated lead pilot, as the best way to refine and sharpen my formation skills instead of taking part in a clinic.



Luckily Craig Davidson was a qualified lead and kept his Stearman only about an hour flight from me. He was willing to dedicate some time for me to

practice my two ship wing skills. We were soon able to work out a few days to get together and fly.

In the meantime I studied the Stearman Formation manual much more in depth. David, Craig and I had a few phone calls and a few zoom calls to go over procedures and protocols. I also jumped through all the administrative hoops for Stearman Flight, to make sure my Stearman and I were legal and qualified for the formal training. It was a bit of a pain, but I'm glad Stearman Flight is that in depth so I can be confident of the person and the Stearman they're flying 10 feet away from me!



The day finally came when I would start flying with David and Craig. John Rettick, a Standards Pilot from Stearman Flight would ride along with Craig in the lead Stearman. After the hour flight from my home airfield to meet up with the guys, David and I went up on a warm up flight where I demonstrated

slow flight, stalls, steep turns, etc.. The four of us went out for a quick lunch, then started the formation flight's briefing. I really liked how formal and structured the briefing was. And it was actually "brief" just hitting the important items for the flight without distractions or anything else going on.

The flight went ok, but I was definitely not as good of a formation pilot that I thought I was. After the de-

brief (no screaming, yelling, or hostility at all!) David and I talked in depth about my performance. To say he's a great instructor is an extreme understatement. He has a great way of figuring out what I needed to improve upon and how to get it done. It turns out, early on one of my friends taught me to use the rudder only while on station to control the distance from lead, and to keep my wing bank matching lead's. This is how I had flown formation all along. Once David figured out this was the problem, he, Craig, and John gave excellent instruction in the proper technique. This noticeably improved my station keeping. Of course there were a lot more items they instructed me on over the rest of that day and the next. The instruction was very in depth, but always a complete blast! Those guys know how to weave fun into every aspect of their very professional demeanor. A sense of camaraderie was quickly experienced that first day, and over dinner and a little bit of homemade wine, furthered it!

The next day I made more progress and we started doing lazy 8's and other more advanced formation maneuvers. Having Craig as a dedicated lead, and John watching over the whole training was valuable beyond compare. Craig is one smooth lead! David's training plan was perfect for me. But I had to get back home for family obligations, and cut the training short. We were able to get another 2 day training session in a few weeks later, but it was cut short again due to other obligations.

And now winter is upon us and making Stearman flying in the Midwest too chilly to ask these great guys to endure for my benefit. So I'll use the winter months to study up, so as soon as it's warm enough for David (he was a unique shade of blue after our last flight!), we can get back at it and continue this amazing experience!

I can't thank David, Craig, and John enough for their expert flying, instruction, and professionalism. I guess the good news is I didn't mess anything bad enough to earn a callsign.... Yet!

**Trip (TBD) Kelleher  
Callsign TBD**



# Formation Clinics for 2025

MAY - Malden, MO	MAW	Bloomington, IL	BMI
Spokane, WA	SFF	Starkville, MS	STF
Philadelphia, PA			

These are the clinics planned for 2025. Dates are to be determined. As always, if you have a desire for training, contact:

**Carey Hardin, 662-312-8300, or Julie Thomas, 901-289-7829**

to add your name for a location or schedule a clinic at your location and the date you desire.



Join us on **Facebook** to discover the exciting world of Stearman Flight! Our community is dedicated to sharing information about our organization, upcoming events, and the beauty of aviation. Whether you're a seasoned pilot or a new Stearman Flight member, we invite you to connect with us for the latest updates, stories, and opportunities to get involved. Experience the thrill of formation with us—join our page and stay informed!

<https://www.facebook.com/share/g/1JEenxqq8N/?mibextid=K35XfP>

IT'S TIME!



DON'T DELAY, RENEW  
YOUR MEMBERSHIP  
TODAY!

Dues are \$45 for one year or \$200 for five years.

Please send your payment to:

**Carey Hardin**  
**Post Office Box 1328**  
**Starkville, Mississippi 39760**



# ACTIVITIES in 2024



**Pensacola Nov 2024**

Roy Kinsey, Ben Thomas, Carey Hardin, John Rettick, Julie Thomas, Sam Hardin



The Blue Angels' Homecoming Airshow was attended by 6 Stearman Flight members. Due to the logistics of parking at the International Airport and performing at the Navy Base, extra team members were crucial to attending the required briefings and ensuring support for the team.

John Rettick attended the morning Airboss briefings and provided radio updates from the ground. While the team performed, he videoed and communicated adjustments to improve the show.

Roy coordinated for hangars (and a battery) and flew in the front seat of #4 aircraft to provide enhanced safety observation for the team. He's still trying to get the airshow smoke out of his lungs.

Fortunately, the weather was in the 60s and 70s all weekend and for the trips to and from the venue.



**Butch Cole** of Gulf Shores flew to Starkville, MS (KSTF) for a weekend clinic in October.



After a warm up flight with Julie Thomas, Carey Hardin led 8 flights and Butch is well on his way to getting familiar with Stearman Flight formation flying.

The weekend was excellent, with clear skies and calm winds.

Butch has had his Stearman for many years and has gone through two restorations. We were introduced to him and his wife at Pensacola during the Veteran's Flight event.

Julie Thomas, Butch Cole & Carey Hardin





## **Trip (TBD) Kelleher flew to Danville, IL (KDNV) twice this fall for 2 ship formation training**

Trip flew from Noblesville, Indiana in his 450 stearman. David Burroughs instructed and Craig Davidson was dedicated lead. The formation training advanced quickly as Trip was proficient in flying the stearman and he had been flying formation with his buddies back in Indiana.

With Craig as dedicated lead, multiple sorties were flown that lasted about 25-30 minutes of air time. At times the temp was a little brisk but reasonably smooth air.

We are all anxious to have Trip back to advance his skills in the spring. He also makes some pretty special wine. Great fun was had by all.



**Trip (TBD) Kelleher & David (TBolt) Burroughs**



**Craig (Dumpster) Davidson**



**Mustang, TBD & Dumpster**



## **Medical** Applying for Special Issuance

May 24, 2019, nine miles into a bicycle tour from Lincoln City, OR, to Missoula, MT, I was short of breath, breathing hard and nauseated. I realized I was not going to make it over the coastal mountain and that something was wrong. I called Cody Miller, and he came, picked me up and took me to the Salem Health emergency room. After an EKG, which was normal, the attending doc was going to release me and have me come back on Monday for further testing but decided to do a blood test for troponin. When the results came back, they admitted me with the diagnosis of a non-stemi cardio infraction or an asymptomatic heart attack. News that nobody, let alone a pilot, wants to hear. Open heart surgery was performed on May 26. Sadly, I thought my flying was over.

I went through rehab here and have been doing well and decided to build an airplane with the idea that there might be a possibility of at least getting a third class medical and then going with Basic Med. From the reports of others and from my research I know it was going to be a process with a lot of testing and reporting to the FAA medical division. There was also the risk of receiving a rejection and becoming ineligible for Basic Med. In early September of last year, I decided to move ahead and made an appointment with an AME that a friend recommended. The exam was completed, and paperwork transmitted to the FAA and as expected no medical was issued. Finally, Dec 19<sup>th</sup> I received a certified letter from the FAA requesting testing for everything I had ever reported in over fifty years of flying and medicals. It was supposed to be done in ninety days from the Dec 11<sup>th</sup> date on the letter. I contacted my Cardiologist, Family Physician, and eye specialist with a list of testing requirements and made appointment for the examinations and tests. Because of the cooperation and work of the three doctors I was able to meet the FAA requirements and sent the testing and examinations reports by certified letter, which was received and signed for on March 1.

By May I had not heard anything from the FAA and John Rettick suggested I call the regional AME office which I did and left a message. They responded in a timely manner and confirmed the paperwork was received but the Oklahoma office was short staffed, and the papers were sequenced to be reviewed and to call or email in six weeks. I emailed again in late June and was told that it was going to take 120 to 150 days from the submittal date for the reports to be reviewed and the decision made as to the special issuance.

In the meantime, we planned to attend EAA Air Adventure at OSH. Monday while eating lunch a gentleman joined us and we stuck up a conversation. It turned out that he was a surgeon and AME from Waukegan. He stated that special issuance requests are only reviewed three to four times a year by a group of doctors that meet on Zoom. He then gave me a doctor's name that was at the FAA's medical booth that might help. Tuesday, I stopped in at the booth and talked with the woman at the kiosk and after asking for photo ID she pulled my records up and said that a doctor would review them at the show, and I should check back later in the day. When I checked later, she said the review was complete, but she did not have time to write the letter of response and she would email it to me.

We left for home early Wednesday and I still had not received an email. Thursday, I received a call from the same woman wondering if I was going to pick up the papers at the FAA Safety building. I said we had to leave on Wednesday, and I was unable to do so. She said she would mail them next week. Then I asked what the letter said, anticipating the reply would be that she could not give that information on the phone. However, she said, "We have issued a third class medical." My response was "Hallelujah!". The wait has finally ended.

The conclusions I have drawn from this experience are that the FAA Regional AME offices are helpful and responsive, and the FAA really needs to reform the medical review process. It should not take so long.

**Roger Kennel**



# TRAINING & STANDARDS



As the year comes to an end I will remind everyone that a proficiency report is due by 31 DEC 2024 to receive your FAST card for 2025.

FAST is concerned that many proficiency flights are not properly conducted. Stearman Flight standards committee determines the required maneuvers each year for proficiency checks. To document what maneuvers were successfully completed on a proficiency check, [Figure 1 page 15](#), a performance report, [Figure 2 page 16](#), must be submitted with the proficiency report. All maneuvers evaluated on the performance report must be to the carded level.

Stearman Flight philosophy for proficiency checks is the same as the FAA requirements for a Flight Review. You can not fail a Flight Review or a proficiency check. If a maneuver is not up to carded level we train to proficiency. To properly accomplish a proficiency check usually takes more than one flight.

Take note of the Airmanship block on the performance report. This one word is the most important evaluated item. (Google definition of Airmanship). “Airmanship is the ability to use good judgement and well-developed skills to safely and efficiently operate an aircraft. It’s combination of knowledge, skills and attitude, and that is developed through training, practice, and experience”.

## ✓ Knowledge

Understanding the aircraft, its systems, emergency procedures, and flight characteristic. It includes understanding the environment, including weather, airspace, and topography.

## ✓ Skills

Being able to control and navigate the aircraft with precision.

## ✓ Attitude

Having a mindset of commitment to improve, diligence, and vigilance. It also involves understanding the value you bring to a team and working well with others

## ✓ Situational Awareness

Being aware of your own self, the aircraft, the environment, your team, and risk.

Airmanship is important it helps pilots make optimal decisions that keep everyone safe. Pilots can exercise airmanship by:

- Thinking creatively
- Acting under pressure
- Being-self disciplined
- Using sound judgement
- Being aware of their own motivations
- Remembering that regulations are there to keep pilots safe

Flying formation in waivered airspace is demanding, fun and rarely but sometimes fatal. Below is a link to the Dallas midair between the P63 and B-17. All was going well until in a moment it wasn't. Take the time to read it. This could happen to any of us.

<https://www.flyingmag.com/news/ntsb-inadequate-planning-lack-of-oversight-contributed-to-fatal-dallas-midair/>

Stearman Flight is accused of being too serious about formation training. We are serious for many reasons.

Be prepared for your proficiency check.

**John Rettick**

**Standards Chairman & Check Pilot**

A publication of





# FAST FORMATION PROFICIENCY REPORT

**PURPOSE:**

This form is used to establish formation pilot currency pursuant to the FAST Practical Test Guide (PTG) standards for Wing or Lead, as applicable. Pilots who are no longer current must instead take another check ride.

**INSTRUCTIONS:**

- Pilots may not endorse themselves; another Lead or Check Pilot in the flight must therefore endorse flight Lead
- To demonstrate currency Wing pilots must fly in a wing position and Lead and Check pilots must fly in the lead position
- Lead or Check pilots should use the **ENDORSED BY** column to endorse other pilots in the flight
- Endorsers may observe from the back seat of any aircraft (and then supply their FAST info on endorsement line)
- Endorser signatures certify that all pilots they have endorsed met the standards of the applicable FAST PTG
- Pilot initials certify that they flew in the indicated position(s)
- Additional Lead qualified pilots may opt to share flight leader responsibilities (each briefing, leading a range of common maneuvers, and debriefing), check their **FLEW LEAD** box, and receive a Lead endorsement if they met Lead standards
  - o *Alternatively, each Lead qualified pilot may submit a separate FPR covering the portion of the flight they led*

**FORM SUBMISSION:**

- Pilots receiving endorsements are responsible for submitting the completed form to their signatory

DEPARTURE AIRPORT: \_\_\_\_\_

DATE: \_\_\_\_\_

POSITION (take off)	FLEW LEAD	PILOT NAME / BACK SEATER (if Lead or CP)	PILOT FAST ID (signatory, member #)	PILOT QUAL (-, W, L, CP)	PILOT INITIALS	ENDORSED BY (A or B)
1						
2						
3						
4						
5						
6						

*Endorsing Lead or Check pilots certifies that all pilots they endorse participated throughout the flight in a safe and standardized manner, and in accordance with applicable FAST PTG standards. No pilot may be endorsed unless FAST-qualified AND current.*

**ENDORSER A** Name: \_\_\_\_\_ FAST/QUAL: \_\_\_\_\_ Signature: \_\_\_\_\_  
*(only if front seater)*

**ENDORSER B** Name: \_\_\_\_\_ FAST/QUAL: \_\_\_\_\_ Signature: \_\_\_\_\_  
*(only if front seater)*

*(Grey shaded areas only for use by endorsers)*

**Email a scan or screenshot to Sam Hardin  
sch@clearwaterconsultants.com**

FPR – Revised February 2020

Figure 1

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NAME					2-SHIP			LEAD	WING			
					BASIC	ADV	FAST					
Location					Flight Time			THIS FLIGHT				
P=Practiced, B=Basic, A=Advanced, F=FAST					STEARMAN FORMATION TOTAL							
PreFlight		P	B	A	F	RECOVERY			P	B	A	F
Briefing						Descent						
GROUND OPS OUT		P	B	A	F	Approach						
Start		Visual, Timed				Approach						
Taxi		Trail				Approach						
Taxi		Stagger				Glide Path/TDZ						
Run Up						Go Around						
Comm/Acknowledge						Cold & Exit						
LAUNCH		P	B	A	F	Comm/Acknowledge						
Take Off		Interval, Streaming				GROUND OPS IN			P	B	A	F
Take Off		Section				Taxi						
Join Up						Parking						
Comm/Acknowledge						Shutdown						
AIRWORK		P	B	A	F	Comm/Acknowledge						
Parade						Post Flight			P	B	A	F
Route & Rejoin						Debriefing						
Trail & Rejoin						Airmanship						
Crossunder						Headwork						
Break						SAFETY ITEMS:			Must be detailed in Remarks			
Rejoin												
Underrun & Rejoin												
Pursuit Curve		Lead, Lag, Pure			Demo	REMARKS						
Escape		Breakaway, Blind, KIO										
Emergencies												
Lazy 8 Parade												
Lazy 8 Trail												
Lead Change												
Comm/Acknowledge												
Holding for TOT												
TOT												
Airshow Routine									Additional Space on Back			
Comm/Acknowledge						<input type="checkbox"/> Training Flight (skip to signature) <input type="checkbox"/> Sign Off Flight (check 1 box below)						
						<input type="checkbox"/> BASIC FAST REC <input type="checkbox"/>						
						<input type="checkbox"/> ADVANCED FAST CHECK <input type="checkbox"/>						
						Instructor/Check Pilot Signature			Date			

2 Ship Performance Report

Figure 2

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