



BMAA/AW/011 (weight-shift)  
**Airworthiness Check Flight Schedule  
for Permit to Fly revalidation**

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### A. Aircraft information

Aircraft registration G-\_\_\_\_

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

Check flight date: \_\_/\_\_/20\_\_ Test airfield: \_\_\_\_\_

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### B. Pilot details

Pilot name: \_\_\_\_\_

Licence number: \_\_\_\_\_ (e.g. UK/NP/123456C/A)

BMAA number: \_\_\_\_\_ (e.g. 1234)

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### C. Important information

The check flight must be flown in accordance with, and as described in, the BMAA Check Flying Handbook (TIL 042) available at [www.bmaa.org](http://www.bmaa.org).

If the Permit to Fly's Certificate of Validity has expired, or been suspended, the check flight must be authorised by a Permit Flight Release Certificate signed by a BMAA Inspector.

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### D. Airworthiness Declaration

The aircraft has been check flown and assessed in accordance with the latest issue of the BMAA Check Flying Handbook using the attached schedule

The aircraft's performance has been measured and is normal for type  
The engine, fuel system and engine instruments are working properly\*

The handling and stability have been checked and the aircraft flies as intended  
The ASI, altimeter and other flight instruments are working properly\*

The aircraft has been stalled and behaves as expected  
The stall speed(s) are normal for type   
The aircraft has also been satisfactorily flown at high speed

All the aircraft's systems have been checked and operate satisfactorily  
All required instruments are serviceable\*

Pilot signature: \_\_\_\_\_ Date: \_\_/\_\_/20\_\_

\*Any unserviceable **non-required** instruments must be clearly marked 'US'

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### E. Check flight schedule

The check flight schedule is on page 2. It must be fully completed and sent to the BMAA together with this page.

Note: 'SATIS' is shorthand for 'satisfactory'.

Registration:

## 0. Data

ASI units (delete as applicable):

QFE:

Surface air temperature:

Max All-Up Weight (MAUW):

Actual take-off weight:  
(within 20 kg of MAUW)

## 1. Ground run and taxi

**Reference:** Check Flying Handbook para 4.3.1 & 4.3.2.

**Summary:** Engine ground run to check engine performance and engine handling.

Max static RPM:

Ground run SATIS?  ✓ ✗

## 2. Take off and climb

**Reference:** Check Flying Handbook para 4.3.3.

**Summary:** Take off using technique and speeds described in Flight Manual / POH. Full power climb at best climb speed, **measuring time to climb 1000 ft** (usually 500' to 1500'). Calculate and enter climb rate after flight is complete.

Take off SATIS?  ✓ ✗

Best climb speed:

Start height:

Time to climb (start » start + 1000ft):

Climb rate SATIS?  ✓ ✗

Climb rate (calculate after flight):

## 3. Trim and stability

**Reference:** Check Flying Handbook para 4.3.4 & 4.3.5.

**Summary:** Check trim about roll / pitch axes, and pitch stability.

Pitch trim SATIS?  ✓ ✗

Roll trim SATIS?  ✓ ✗

Pitch stability SATIS?  ✓ ✗

## 4. Turns

**Reference:** Check Flying Handbook para 4.3.6.

**Summary:** Check handling in turns up to, but not exceeding, bank angle limit.

Bank angle limit:

LH & RH turns SATIS?  ✓ ✗

## 5. Stalls

**Reference:** Check Flying Handbook para 4.3.8.

**Summary:** Check stall speed, behaviour and recovery. Decelerate to stall at 1 knot (or mph) per second, with engine at idle.

Stall speed:

Handling SATIS?  ✓ ✗

## 6. Instruments and systems

**Reference:** Check Flying Handbook para 4.3.9.

**Summary:** Check instruments and systems.

ASI & Altimeter SATIS?  ✓ ✗

Other flight instruments SATIS?  ✓ ✗ NA

Engine instruments SATIS?  ✓ ✗

Other systems SATIS?  ✓ ✗ NA

## 7. High speed flight

**Reference:** Check Flying Handbook para 4.3.10.

**Summary:** Check behaviour at speeds up to, but not exceeding,  $V_{NE}$ . Normally within 5 mph / 5 knots of  $V_{NE}$  (or max achievable with normal use of controls). **Use IAS for  $V_{NE}$  and speed achieved.**

$V_{NE}$ :

Maximum speed achieved:

High speed flight SATIS?  ✓ ✗

## 8. Approach and landing

**Reference:** Check Flying Handbook para 4.3.11.

**Summary:** Land using technique and speeds described in Flight Manual / POH.

Approach and landing SATIS?  ✓ ✗

The BMAA's Check Flying Handbook (BMAA TIL 042) provides guidance on check flying BMAA aircraft. The Check Flying Handbook is available on the BMAA's website [www.bmaa.org](http://www.bmaa.org). It is vital that pilots read, understand and remember the contents of the Check Flying Handbook prior to flying a check flight.

The Check Flying Handbook contains a checklist to assist a pilot prepare for flying an Airworthiness Check Flight. This checklist is also provided here as an aide memoire. The items in the checklist are described in detail in the Check Flying Handbook.

1a	Pilot suitable: pilot familiar and current flying the aircraft type pilot familiar and current flying the check flight manoeuvres pilot current BMAA member	
1b	Pilot licence: pilot licenced to fly aircraft licence and medical valid	
2a	Permit-to-Fly: confirm using G-INFO that the aircraft has a Permit to Fly, and that the Permit to Fly has not been revoked	
2b	PFRC: check using G-INFO whether the Permit to Fly has expired or been suspended - if it has, ensure PFRC has been issued by a BMAA Inspector and that it has not expired	
3	Insurance: insurance in place for check flight insurance not invalid if flight authorised by PFRC	
4a	Pilot has, and familiar with: BMAA Check Flying Handbook Aircraft Flight Manual / POH	
4b	Pilot has access to: Aircraft documentation (logbook(s) etc) TADS / HADS for aircraft type MAAN (amateur-built aircraft only)	
4c	Pilot has reviewed inspection schedule (if check flight occurring after annual inspection)	
5	Weather	
6	Pre-flight inspection	
7	Risk assessment: identify and assess risks associated with this check flight	
8	Weight and balance: within 20kg of MAUW balance within limits (3-axis control aircraft only) ballast secure (if fitted)	
9	Observer: briefed (if carried)	