EAA PILOT PROFICIENCY EVENTS
(FOR EAA CHAPTER EVENTS ONLY)

The purpose of the EAA Pilot Proficiency Events is to allow EAA Chapters (Including Divisional Chapters) the opportunity to host an event that permits pilots who fly all types of aircraft, a chance to enjoy the fun of flying while sharpening pilot skills and aeronautical knowledge. During all of these events the first and foremost rule for participation, is **safety**. At no time should any event be conducted in an unsafe manner.

The EAA Pilot Proficiency Events are intended for pilots who fly a variety of types of aircraft or ultralights. Some of these events have been specifically designed for Ultralight Vehicles and Light Sport Aircraft, and some of these events are designed so that any type of aircraft may participate.

Please remember that your Chapter must strictly adhere to these guidelines when hosting any pilot proficiency events. All General Liability Insurance Coverage (through the Chapter Insurance Program) will be nullified if pilot proficiency events are hosted that do not adhere to these guidelines.

Definitions

Abeam: 90 degrees from a given point

Light Sport Aircraft:

- Maximum gross takeoff weight of 1,320 pounds landplane, 1430 pounds seaplane
- Maximum stall speed of 45 knots or less
- Maximum speed in level flight not to exceed 120 knots
- Two-place maximum (pilot and one passenger)
- Single, reciprocating engine only
- Unpressurized cabin
- Fixed gear
- Fixed or ground adjustable propeller
- Will have FAA Registration, N-Number

Ultralight:

Any vehicle operated in accordance with FAR Part 103.1, OR any vehicle operated in accordance with an FAA issued 2-place Ultralight vehicle training exemption.

ACCURACY LANDINGS

There are two types of accuracy landings included in EAA Pilot Proficiency Events. These accuracy landings are Power On and Power Off. Power On Accuracy Landings are to be conducted with a continual reduction of power from abeam the target point on the runway, which the pilot is seeking to land at. Power Off Accuracy Landings are to be conducted with the power reduced to idle flight power when the pilot is abeam the target for landing. Outlined below are the guidelines and rules for these two Accuracy Landing Events:

Power On Accuracy Landing Event

(FOR ALL TYPES OF AIRCRAFT)

- Each pilot will make three landings.
- Each pilot will make a normal take-off and climb to at least 100 feet above the ground before turning crosswind. In addition, the first turn shall be delayed until proper spacing can be maintained.
- A normal rectangular flight pattern shall be flown with an up-wind, crosswind, down-wind base leg and final approach. The down-wind leg shall be parallel to the runway in which the pilot intends to land and as close in as practical.
- Abeam the intended landing target point on the runway, the pilot will reduce the power of the Aircraft or ultralight. The pilot must utilize a normal gliding speed throughout the pattern from the point of power reduction. No power may be added once power has been reduced from abeam the intended landing target point, unless it is necessary to add power to avoid undershooting the runway. The pilot may not be lower than 100 feet a.g.l. when turning final approach to the runway.
- Proper spacing in the pattern must be maintained at all times. If proper spacing cannot be maintained, any pilot overtaking an Aircraft or ultralight ahead of him/her must execute a go-around. Pilots are required to adjust spacing on the take-off and down-wind legs of the pattern to avoid overtaking any pilots operating an Aircraft or ultralight ahead of them.
- Flaps may be used in a normal manner on Aircraft or ultralight, which are so equipped. Flaps may be added at any point in the pattern but may not be added at any altitude below 100 feet a.g.l.. Further, flaps may not be retracted at any time once they have been applied, until after the pilot has completed the landing.
- All landings are required to be “full stop” landings. Pilots will taxi back to the proper take-off position and begin the pattern again to complete their second and third attempt.

NOTE: ANY ACTION DEEMED BY THE JUDGES TO BE CARELESS OR RECKLESS WILL BE GROUNDS FOR DISQUALIFICATION.

Power Off Accuracy Landing Event

(FOR ALL TYPES OF AIRCRAFT)

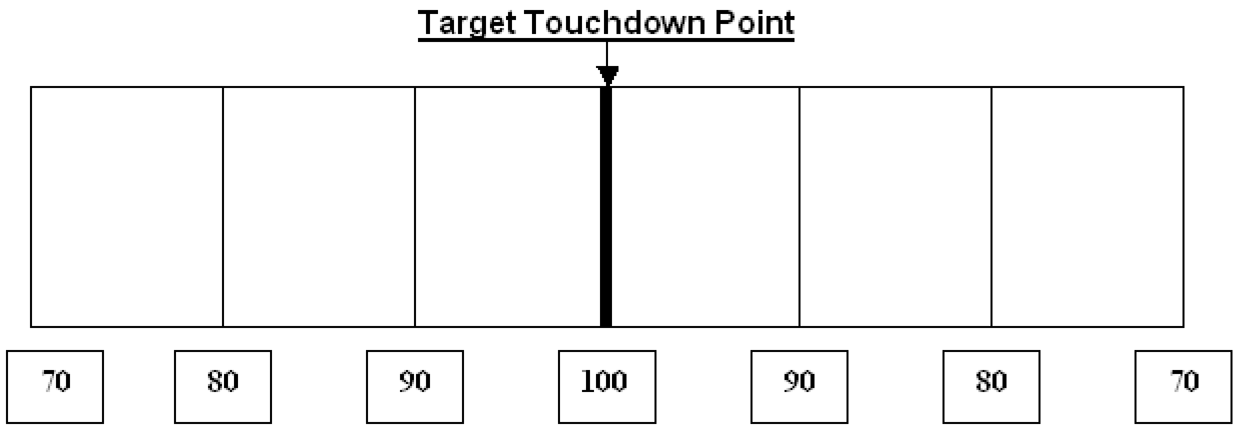
- Each pilot will make three landings.
- Each pilot will make a normal take-off and climb to at least 100 feet above the ground before turning crosswind. In addition, the first turn shall be delayed until proper spacing can be maintained.
- A normal rectangular flight pattern shall be flown with an up-wind, crosswind, down-wind base leg and final approach. The down-wind leg shall be parallel to the runway in which the pilot intends to land and as close in as practical.
- Abeam the intended landing target point on the runway, the pilot will reduce the power of the aircraft or ultralight from cruise power. Power must be reduced to complete idle, abeam the touchdown point. The pilot must utilize a normal gliding speed throughout the pattern from the point of power reduction. No power may be added once power has been reduced from abeam of intended landing target point, unless it is necessary to add power to avoid undershooting the runway. The pilot may not be lower than 100 feet a.g.l. when turning final approach to the runway.
- Proper spacing in the pattern must be maintained at all times. If proper spacing cannot be maintained, any pilot overtaking an Aircraft or ultralight ahead of him/her must execute a go-around.
- Flaps may be used in a normal manner on aircraft or ultralight, which are so equipped. Flaps may be added at any point in the pattern from 180 degrees abeam the point of intended landing target point. Flaps may not be added at any altitude below 100 feet a.g.l. Further, flaps may not be retracted at any time once they have been applied, until after the pilot has completed each landing.
- All landings are required to be “full stop” landings. Pilots will taxi back to the proper take-off position and begin the pattern again to complete their second and third attempt.

NOTE: ANY ACTION DEEMED BY THE JUDGES TO BE CARELESS OR RECKLESS WILL BE GROUNDS FOR DISQUALIFICATION.

Scoring Procedures

The target landing area should be marked similar to the figure below with equal distances between each point value. Each pilot should attempt to touchdown at the center of the target landing area. If during a landing attempt the aircraft or ultralight bounces, the point where the final landing occurs will be the point where the landing points are applied.

Event Judges shall determine the point value for each landing. Scoring Example: If the touchdown point is between the 100 & 90 scoring lines, but closer to the 90, then 90 points will be awarded. After three attempts, the pilot will be awarded the total of the three attempts.



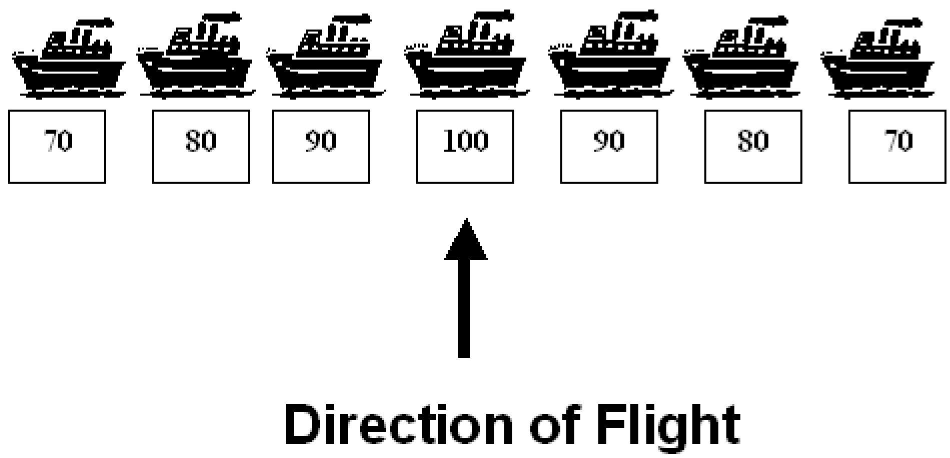
Torpedo Run Event

(For Light Sport Aircraft and Ultralights Only)

The purpose of the Torpedo Run Event is to utilize proper go-around procedures at low altitudes while making a normal approach to landing.

- The Torpedo Run Event shall be conducted in the same procedure as the Power On Accuracy Landing Event. Once the pilot has reduced the altitude of the aircraft or ultralight to a height between 20 and 10 feet above the runway, power shall be added to cruise power and the pilot shall execute a straight and level go-around procedure.
- At a point on the runway so designated, the pilot will release (drop) a ball (10" max. diameter). The ball will be aimed to roll toward a target area on the runway.
- Once the pilot has released the ball, they are to initiate a normal take-off climb and to proceed with a normal pattern.
- Each pilot will be allowed to make three attempts at hitting the targets in the go-around procedure.
- Pilots will not be permitted to slow fly or make a landing touchdown with their aircraft or ultralight during the Torpedo Run Event.
- Flaps will not be permitted during the Torpedo Run Event.
- Scoring for this event shall be as follows:
- Seven patterns resembling a boat or ship will be set up on the runway. The patterns will be set up ¾ of the way down the runway. Pilots will be given points when the ball hits one of the targets and knocks it over. If two or more targets are knocked over on one attempt, then the points for the highest scoring target shall be awarded.
- After three attempts, the pilot will be awarded the total points of the three attempts.

Suggestion: If using an inflatable ball, try letting out some of the air so that the ball is easier for the pilot to handle. Also try adding a little water to the ball to give it better delivery characteristics.



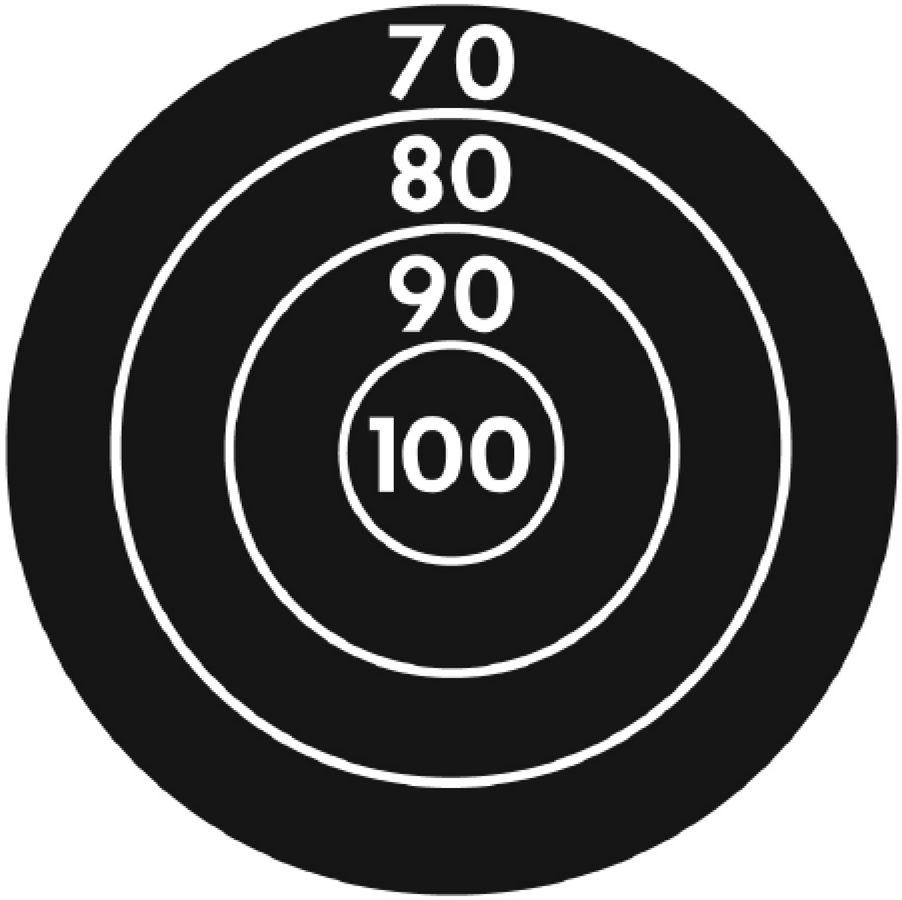
Bean Bag Drop

(For Light Sport Aircraft and Ultralights Only)

The purpose of the Beanbag Drop Event is to simulate an aircraft or ultralight landing approach altitude go-around and attempted message drop to someone on the ground.

- The event utilizes a small beanbag that must weigh less than five ounces. No object of any weight greater than five ounces may be used for this event.
- Pilots are responsible for maintaining proper spacing throughout this entire event.
- Abeam the target point, pilots are to reduce power and initiate a normal approach to not less than 100 feet above the ground. Upon reaching 100 feet above the ground, pilots are to return to pattern cruise power and fly the length of the runway, spacing themselves so not to overtake an aircraft or ultralight ahead of them. Any pilot who overtakes another aircraft or ultralight must execute a climbing go-around procedure.
- All pilots are to execute normal pattern procedures during this event.
- Pilots will be permitted to make three passes over the target area, dropping one beanbag on each pass.
- At no time will flaps be permitted or slow flight procedures be permitted during this event. Attempted slow flight with flaps or any other method (hovering) over the target will result in immediate disqualification of the pilot.
- The Event Coordinator shall determine scoring for this event.

Suggestion: A “Nerf Ball” may be substituted in lieu of a beanbag. The target area for the beanbag may be a plastic garbage pail of approximately 30-50 gallons. The outlined target area may also be marked in 15-foot increments in a circular fashion around the target representing a bull’s eye. See diagram below for a suggested scoring system.



Poker Run

(FOR ALL TYPES OF AIRCRAFT)

The purpose of the Poker Run Event is to provide pilots the opportunity to enjoy a short cross-country flight to several surrounding airports or airparks. During this Poker Run Event at each designated outlying airport, a pilot will pick-up a playing card that will become part of a poker hand. Pilots may fly to as many participating airports or airparks or they may make return flights to the same airport or airpark to pick up as many poker cards as they wish, provided that they do not pick-up more than one card from any airport on any one visit. There may be many airports or airparks involved in a Poker Run Event and pilots may enter the event as often as desired, making multiple trips to obtain additional poker hands. Cards picked up on subsequent trips may not become part of a poker hand from a previous trip. Using the normal higher card rules of poker, pilots with the highest winning hand will be declared the winner of this event.

Cross Country

(FOR ALL TYPES OF AIRCRAFT)

The purpose of the Cross-Country Event is to test pilot skills in the planning and flying of a cross-country flight. The only area of judging in this event shall be the estimated time en route for the Cross-Country flight.

- This event will not require a flight any longer than 20 to 30 minutes on any one leg.
- Flights must be a triangular or rectangular course. No course will be out to a point and direct return to the starting airport.
- Pilots will be required to estimate their time en route from the initial airport to the second, third and possibly fourth point returning to the initial point on the Cross-Country Event.
- Pilots must take a full load of fuel for this event. No pilot will be allowed to participate with less than full fuel.
- Pilots must indicate their estimated time en route on an entry form and then once departing the initial airport, are challenged to try to accurately meet their estimated time en route upon returning to the initial airport. Pilots should not deviate from a direct route in order to use extra time.
- Scoring for the Cross-Country Event shall be based on the pilot's actual flight time in comparison to pre-flight planning estimates. The pilot with the closest actual time to the pre-flight plan estimate will be declared the winner.

Completing the Chapter Event Notice Form for an EAA Proficiency Event

In addition to following all of the guidelines of the EAA Proficiency Events, each Chapter must complete an EAA Chapter Event Notice Form. The Form must be sent to the EAA Risk Management Department at EAA Headquarters. No Chapter may hold any of these events without following the event guidelines or the notification procedure. If you have any questions please call 888 322-4636, ext. 4876.