



Personnel Licensing

FSS PEL 61-44

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SKILL TEST FOR INSTRUCTOR RATING – GLIDER

NOTES:

- 1) Requirements for the relevant skill tests are contained in the Appendixes of NAMCATS 61.
- 2) This form must be completed in full as applicable.
- 3) Each page of the test form must be initiated by the examiner and the student.

PART 1: TO BE COMPLETED BY APPLICANT

APPLICANT DETAILS

Surname(Mr/Mrs/Miss) (Block letters)	First names	DCA reference/ licence no:
Telephone number:	Email:	Cellphone number:

PURPOSE OF SKILL TEST

Initial application:	Gr II	Gr III	Revalidation:	Gr II	Gr III	Penalty/ special purposes
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PART 2: TO BE COMPLETED BY DESIGNATED EXAMINER

DETAILS OF EXAMINER FOR SKILL TEST

Name of Aviation Training Organisation	Telephone No:	E-mail address:
Name of DE	Instructor Grade	DE's License no:

We herewith certify that the information on this skill test report is in all respects correct and that the applicant meets the theoretical knowledge and skill requirements prescribed in the NAMCAR 61.

Signature of Examiner	Date:
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DETAILS OF EXAMINER CONDUCTING RE-ASSESSMENT (If different from above)

Name of DE	Instructor Grade	DE's License no:
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We herewith certify that the information on this skill test report is in all respects correct and that the applicant meets the theoretical knowledge and skill requirements prescribed in the NAMCAR 61.

Signature of Examiner	Date:
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GENERAL DETAILS OF SKILL TEST

Date of skill test	Duration of skill test	Briefing	Flying	De-briefing
Aircraft Registration	Type of aircraft used (make & model)	Weather conditions		
Aerodrome	Main briefing subject	Main air exercise		

SKILL TEST RESULT

COMPETENT

NOT YET
COMPETENT

Tolerances: GLIDER

Take-off	+ 10 kt / - 5 kt	VAT / VREF	+ 15 kt / - 5 kt
Climb and approach	± 5-15 kt	Asymmetric flight	+ 15 kt / - 5 kt
Altitude / height	± 100 ft	VYSE	± 5 kt
Heading	± 10°	Heading during asymmetric flight	± 15°

Note: Allowance for turbulence at the discretion of the Examiner

Instructions to Examiners:

1. The correct use of appropriate checklists must be applied at all times.
2. A high level of RT must be exhibited at all times
3. The candidate must be assessed as competent in the ground evaluation section prior to the practical skills test or competency check being carried out.
4. It is recommended that the ground evaluation be conducted according to the DCA recommended format (available on the DCA website).
5. All flight manoeuvres must be conducted in compliance with the POH and certification of the aircraft used for the skills test or the competency check.
6. Aspects tagged with √ are mandatory for the initial skills test and the revalidation check unless otherwise instructed.
7. If a mandatory aspect is omitted, the Examiner must write "NOT ASSESSED" and motivate the decision in the observations sheet.
8. 4-point scale
When applying the 4-point scale, award the mark that best describes the weakest element(s) applicable to the candidate's performance.

4. Excellent standard

Performance remains well within the qualification standards and flight management skills are excellent.

- Aircraft handling is smooth and precise.
- Technical skills and knowledge exceed the required level of competency.
- Behaviour indicates continuous and highly accurate situational awareness.
- Flight management skills are excellent.
- Safety of flight is assured. Risk is well managed.

3. Meets DCA expected standards

Minor deviations occur from the qualification standards and performance remains within prescribed limits.

- Performance meets the recognised standard yet may include deviations that do not detract from the overall performance.
- Aircraft handling is positive and within specified limits.
- Technical skills and knowledge meet the required level of competency.
- Behaviour indicates that situational awareness is maintained.
- Flight management skills are effective.

- Safety of flight is maintained. Risk is acceptably managed.

2. Below DCA expected standards

Occasionally, major deviations from the qualification standards occur, which may include momentary excursions beyond prescribed limits but these are recognized and corrected in a timely manner.

- Performance includes deviations that detract from the overall performance, but are recognized and corrected within an acceptable time frame.
- Aircraft handling is performed with limited proficiency and/or includes momentary deviations from specified limits.
- Technical skills and knowledge reveal limited technical proficiency and/or depth of knowledge.
- Behaviour indicates lapses in situational awareness that are identified and corrected.
- Flight management skills are effective but slightly below standard.
- Safety of flight is not compromised. Risk is poorly managed.

1. Not yet competent

Unacceptable deviations from the qualification standards occur, which may include excursions beyond prescribed limits that are not recognized or corrected in a timely manner.

- Performance includes deviations that adversely affect the overall performance, are repeated, have excessive amplitude, or for which recognition and correction are excessively slow or nonexistent, or the aim of the task was not achieved.
- Aircraft handling is rough or includes uncorrected or excessive deviations from specified limits.
- Technical skills and knowledge reveal unacceptable levels of technical proficiency and/or depth of knowledge.
- Behaviour indicates lapses in situational awareness that are not identified or corrected.
- Flight management skills are ineffective.
- Safety of flight is compromised. Risk is unacceptably managed.

- Should the candidate achieve a **2** in any aspect, he or she must be re-assessed in that ASPECT and the Examiner must indicate a new grading (1, 3 or 4).
This form becomes invalid if an aspect graded with a **2** is not re-assessed and re-graded.
- Should the candidate achieve a **1** in fewer than **5** aspects, he or she must undergo further training in compliance with Regulation 61.01.5 (9)(a)(b) and (c) and must be re-assessed in those aspects using the same form.
- Should the candidate achieve a **1** in **5** or more aspects, the entire test or check must be repeated using a new form.
- The Examiner must write comments in the observation sheet whenever an aspect is marked as 1.
- During a competency check, in the case of a grading of 2, the Examiner may teach in a particular aspect and then immediately re-assess such aspect.
- Should the candidate achieve a **1** in fewer than **5** aspects in an initial skills test, this form must remain in the possession of the ATO until a re-assessment is conducted.
- Should the candidate achieve a **1** in fewer than **5** aspects in a competency check, this form must remain in the possession of the Examiner until a re-assessment is conducted.
- Should the candidate achieve a **1** in **5** or more aspects, the Examiner must send this form to the DCA licensing section.
- Should any aspect in section 12 (Airmanship) be assessed as "not yet competent" (NYC), the entire test or check must be repeated.

PART 3: TO BE COMPLETED BY DESIGNATED EXAMINER

SKILL TEST

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
1	Ground evaluation				
	Main briefing				
a	√ Knowledge of the subject	1	2	3	4
b	√ Lesson plan preparation and adherence (<i>introduction, development and conclusion</i>)	1	2	3	4
c	√ Teaching ability (method of conveying knowledge, effective communication)	1	2	3	4
d	√ Student involvement and knowledge evaluation	1	2	3	4
e	√ Effective use of media and instructional aids	1	2	3	4
	Knowledge and practical application of:				
f	√ Civil Aviation Regulations	1	2	3	4
g	√ Principles of Flight	1	2	3	4
h	√ Glider used for the test	1	2	3	4
i	√ Theory of instruction / instructor responsibilities and professionalism / risk management	1	2	3	4
j	√ Air exercise briefing	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
2	Pre-flight procedures				
a	√ Pre-flight inspections	1	2	3	4
b	√ Performance calculations	1	2	3	4
c	√ Ground handling (launch method, speed, use of brakes)	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
3	Take-off				
a	√ Pre-take-off checks and procedures	1	2	3	4
b	√ Take-off (assess at least two and discuss the other one)	1	2	3	4
	Normal launch – applicable methods	1	2	3	4
	Field- and obstacle limited launch	1	2	3	4
	Cross wind launch	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
4		Flight Manoeuvres				
a	√	Climb	1	2	3	4
b	√	Straight and level flight	1	2	3	4
c	√	Effects of controls (primary, further, adverse, power, etc.)	1	2	3	4
d	√	Spiral Dive entry and recovery	1	2	3	4
e	√	Steep turn (45° angle of bank)	1	2	3	4
f	√	Descent	1	2	3	4
		Specify other				
g			1	2	3	4
h			1	2	3	4
i			1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
5		Slow flight & Stalling				
a	√	Manoeuvring during slow flight	1	2	3	4
b	√	Entering the stall	1	2	3	4
c	√	Recovery from the stall	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
6		Spin avoidance (comply with a/c certification)				
a	√	Entry to an incipient spin	1	2	3	4
b	√	Recovery from an incipient spin	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
7		Simulated forced landing				
a	√	Setting of scenario	1	2	3	4
b	√	Planning and execution of descent and recovery procedure	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
8		Navigation (Mandatory for Initial Grade III tests)				
a	√	Planning and preparation	1	2	3	4
b	√	Departure procedures	1	2	3	4
c	√	Basic navigation, map reading and fixing position	1	2	3	4
d	√	Maintenance of the flight log	1	2	3	4
e	√	Diversion procedures (may be assessed on the ground)	1	2	3	4
f	√	Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
9		Approach & Landing				
a	√	Joining procedures and checks	1	2	3	4
b	√	Approach to land	1	2	3	4
c	√	Landing (assess at least two and discuss the others)	1	2	3	4
		Normal	1	2	3	4
		Field and obstacle limited approach	1	2	3	4
		Cross-wind approach	1	2	3	4
		Glide approach	1	2	3	4
d	√	After landing procedures and after flight procedures	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
10		Simulated Emergencies (Knowledge, actions and talk-through in the event of)				
a	√	Launch abnormalities	1	2	3	4
b	√	Cockpit fire/smoke (on the ground or in the air)	1	2	3	4
c	√	Outlandings	1	2	3	4
		Specify other emergencies				
d			1	2	3	4
e			1	2	3	4
f			1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
11		Instructional skill				
a	√	Structure of the air-exercises (logical sequence, adherence to lesson plan, etc.)	1	2	3	4
b	√	Leadership and assertiveness	1	2	3	4
c	√	Consistent and correct terminology	1	2	3	4
d	√	Quality of demonstration/teaching	1	2	3	4
e	√	Recognition and correction of errors	1	2	3	4
f	√	Quality of the de-brief	1	2	3	4

