

Introduction

CASA CAAP 155-1, Aerobatics, introduces the concept of a peer review for aerobatic pilots. This document provides guidance on how these reviews may be done. These notes simply reflect the content of the CAAP.

What is it?

It is a separate constructive discussion with one or two of your colleagues aimed at improving your safety. There is no test and it doesn't take long. You get to choose whether you do it or not, you get to choose when to do it and you get to choose who your peer reviewers are.

Why should I do it?

It will save lives. It may save yours. Your choice.

How do I initiate it?

A good time to do it is soon. Before you get very far with practice for the next competition series but do some practice so that you can reasonably fly your chosen sequence. If you leave it to later, that's fine – better late than never.

Consider some aerobatic pilots as reviewers. Who do you think will provide some fair feedback to you and tell you the truth about that they think? Typically choose two people who held low level approvals and ideally conducting similar operations to yourself.

Remember that you are looking for objective feedback so choose the right people to do it – you are not doing this to simply “tick a box”. If you can organise a low level aerobatic test officer as a reviewer then perhaps only one reviewer is enough.

Organise for them to observe you prepare for a flight and perform your sequence.

How do I conduct it?

Brief your reviewer(s) on what you intend doing. A reviewer may come with you in the aeroplane if that is appropriate or observe from the ground. You should have had enough practice that you can operate to your normal altitudes.

What do I do if I'm a reviewer?

Independent opinion is an excellent tool for enhancing safety. The purpose is to identify any incorrect techniques or practices that the pilot may have developed over time so don't just consider what you observe on that one flight. What have you noticed over recent months – maybe over the last year? It is not a critique of competition flying and it is not a test but an opportunity for constructive discussion. What areas do you think the pilot should consider for action which may enhance their safety?

Exclude considerations of improving competition scores. This review is only about safety.

Be objective in identifying items that were done well and those that could have been done better. Any issues of concern should be brought to the pilot's attention.

Is there any record of the review?

It is recommended that the reviewer(s) make an entry in the pilot's logbook simply to note that it was done. Note the disclaimer in the example below:

<p>PEER REVIEW iaw CAAP 155-1 AEROBATICS Section 7.28. I have observed a low level aerobatic sequence performed by and debriefed the pilot on opportunities to improve safety & performance. Note: this is not a certification of competency.</p> <p>Signed ARN</p> <p>Date</p> <p>Signed ARN</p> <p>Date</p>
--

How often should I have a peer review?

Every year at a club practice day or competition where it is convenient for your reviewer(s) and yourself to get together.

What if I think this process is not working?

If you believe that an operation by a particular pilot is a serious safety risk it is recommended that you make your views known as appropriate eg

- counsel the pilot concerned
- request another person to counsel the pilot
- if necessary, bring this to the attention of CASA