

Schofields Flying Club

Name:

AIRJUDGE SCORE SHEET

Date:

Reg. VH-

INSTRUMENT CLIMB

Nominated airspeed
Climb: Kts.

FORCED LANDING 2500'

Nominated airspeeds
Glide: Kts.
Flap: Kts.

SPOT LANDING 500'

Nominated airspeeds
Base: Kts.
Final: Kts.

1st TURN (15 degrees bank)		
Bank	10 - 20 degrees.	8 []
	5 - 30 degrees.	4 []
	0 - 45 degrees.	0 []
Failed to take up heading.		0 []
Height for turn wrong.		0 []

CROSSWIND		
Heading	+/- 5 degrees.	6 []
	+/- 10 degrees.	4 []
	+/- 20 degrees.	2 []
	> +/- 20 degrees.	0 []
Airspeed	+/- 5 knots.	6 []
	+/- 10 knots.	4 []
	+/- 15 knots.	2 []
	> +/- 15 knots.	0 []

2nd TURN (15 degrees bank)		
Bank	10 - 20 degrees.	6 []
	5 - 30 degrees.	3 []
	0 - 45 degrees.	0 []
Failed to take up heading.		0 []
Height for turn wrong.		0 []
Height 1500'	+/- 50'.	6 []
	+/- 100'.	3 []
	> +/- 100'.	0 []

DOWNWIND		
Time 90 sec	+/- 10 sec.	6 []
	+/- 20 sec.	3 []
	> +/- 20 sec.	0 []
Height 1500'	+/- 50'.	6 []
	+/- 100'.	3 []
	> +/- 100'.	0 []
Heading	+/- 5 degrees.	6 []
	+/- 10 degrees.	3 []
	> +/- 10 degrees.	0 []

BASE TURN (15 degrees bank)		
Bank	10 - 20 degrees.	6 []
	5 - 30 degrees.	3 []
	0 - 45 degrees.	0 []
Failed to take up heading.		0 []
Height for turn wrong.		0 []
Airspeed	+/- 5 knots.	6 []
on climb	+/- 10 knots.	4 []
	+/- 15 knots.	2 []
	> +/- 15 knots.	0 []

BASE LEG - See Spiral Recovery		
Height 3000'	+/- 50'.	6 []
	+/- 100'.	3 []
	> +/- 100'.	0 []
Hand over for spiral recovery		

FINAL TURN (15 degrees bank)		
Bank	10 - 20 degrees.	6 []
	5 - 30 degrees.	3 []
	0 - 45 degrees.	0 []
Failed to take up heading.		0 []
Height for turn wrong.		0 []
Height 2500'	+/- 50'.	6 []
	+/- 100'.	3 []
	> +/- 100'.	0 []

TOTAL POINTS	/80 []
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TROUBLE CHECKS		
Fuel on both/other tank	1 []	
Pump on check pressure	1 []	
Mixture rich	1 []	
Carb heat HOT	1 []	
Oil pressure/temp check	1 []	
Switches check each mag	1 []	
Throttle check	1 []	
Distress message	3 []	
Pax brief stow loose obj	1 []	
Vacate A/C on landing	1 []	

GLIDESPEED		
Airspeed	+/- 5 knots.	5 []
	+/- 10 knots.	0 []
	> +/- 10 knots.	-5 []

SAFETY CHECKS		
Brakes off	1 []	
Mixture idle cut-off	1 []	
Fuel off	1 []	
Switches (mags/master off)	1 []	
Hatches unlocked	1 []	
Harness tight	1 []	

BASE		
Flap	1 or 2 Stages	3 []
	nil or 3 Stages	0 []
Airspeed	+/- 5 knots.	5 []
	+/- 10 knots.	0 []
	> +/- 10 knots.	-5 []

FINAL		
Flap	FULL	4 []
	< FULL	1 []
	nil	0 []
Airspeed	+/- 5 knots.	5 []
	+/- 10 knots.	0 []
	> +/- 10 knots.	-5 []

APPROACH CONTROL		
Good / Normal		5 []
Safe		2 []
Unsafe (erratic)		-10 []

LANDING		
Good / Normal		5 []
Poor		0 []
Heavy rough bouncing		-5 []
Unsafe		-10 []

TOTAL AIR POINTS	/50 []
TOTAL GROUND POINTS	/50 []
TOTAL POINTS	/100 []
Total Score:	/300 []

Airjudge:

Flying Time:

DOWNWIND		
Height	1000' +/- 50'.	5 []
	outside +/- 50'.	0 []
Pre-landing checks		
Mixture rich primer lock		1 []
Fuel on		1 []
Fuel contents checked		1 []
Brakes off		1 []
Harness & hatches checked		1 []

BASE		
Flap	1 or 2 Stages	5 []
	nil or 3 Stages	0 []
Airspeed	+/- 5 knots.	5 []
	> +/- 5 knots.	0 []

FINAL		
Turn completed 500' +/- 50'		5 []
	< 450'	-5 []
Flap	FULL	5 []
	< FULL	0 []
Airspeed	+/- 5 knots.	5 []
	> +/- 5 knots.	0 []

APPROACH PROFILE		
Good / Normal		5 []
Safe		2 []
High/low or Unsafe		-5 []

DIRECTION / ATTITUDE		
Good / Normal		5 []
Safe		2 []
Unsafe		-5 []

LANDING		
Good / Normal		5 []
Poor		0 []
Heavy rough bouncing		-5 []
Unsafe		-10 []

TOTAL AIR POINTS	/50 []
TOTAL GROUND POINTS	/50 []
TOTAL POINTS	/100 []

SPIRAL RECOVERY		
Power smooth and gentle	4	[]
Roll wings level	4	[]
Back pressure - no stall	4	[]
Height loss < 500'	4	[]
Return to heading	4	[]

TOTAL AIR POINTS	/20 []
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