

Standards Grading Form -- LEAD

PHASE 1 – Oral

NOTE: This oral phase shall be accomplished for flight leader candidates even though it was accomplished as part of their wingman test. This is to insure absolute standardization in all signals, procedures and maneuvers among all flight leaders.

In addition, the applicant shall have complete knowledge and understanding of the flight leader responsibilities.

Required Materials

To be an effective flight leader and instructor and to ensure safety and standardization, all flight leaders should have in their possession the following materials:

“Formation Flight Manual”, T-34 Association

“Formation Flying – The Art”, Darton Int’l Video (recommended)

NOTE: These requirements will change with the National Formation Manual, all FAST qualified pilots, as part of proficiency, should stay abreast of changes in FAST policy. They can do this at the TRARON website (www.TRARON.org)

Objective 1

Demonstrates understanding of the mechanics and safety factors for the following formation procedures. Additionally, applicant is able to explain the basic concepts of formation flight:

Standard formation configurations: trail, echelon, fingertip, enroute, diamond.
Crossunders, rejoins, aircraft configuration changes
Break-up and rejoin, radius of turn cut-off, overshoot energy management.
Turns in fingertip, echelon, trail, enroute, terminal maneuvering.
Lead change, emergency signals, HEFOE systems.
360 degree overhead approach, breaks, intervals, section landings (*), wave off.
Emergency abort on takeoff.
Inflight emergency procedures.

Qualified:

Applicant understands the process and mechanics of all formation flight conditions. Applicant is able to discuss and explain the dynamics of the different formations, the correct method of aircraft control to assure safety and is able to describe proper wingman techniques for formation changes. Applicant understands flight discipline and wingman’s responsibility to the integrity of the flight.

Unqualified:

Applicant is unable to describe basic formation flight mechanics and concepts without prompting. Applicant is unable to describe the dynamics of each formation flight condition and does not exhibit knowledge concerning the safety basics of each formation and configuration change.

Phase 2 – Briefing

Objective 2

Organize and brief a flight or mission of four aircraft. The safety pilot will ride in the lead aircraft with the flight Leader candidate. All flight members will be at least FAST Wingman qualified. The flight should include all the elements and maneuvers contained in the T-34 Association, “Flight Leader Qualifications”, plus formation take-offs and overhead approaches.

Qualified:

Applicant properly planned the flight with an orderly and efficient sequence of maneuvers which take into account local conditions and traffic. Applicant takes into account the qualifications and relative abilities of his/her wingmen and checks their credentials. The briefing is well organized, concise and clear and the applicant is clearly the leader and in charge. All the elements contained in the T-34 Association form are covered (an appropriate briefing guide will be used). Emergency procedures are briefed IAW an appropriate briefing guide. All flight members clearly understand the briefing and all elements are consistent with standardized FAST policy and procedures.

Unqualified:

Applicant lacks planning and organization in the structuring of the sequence of flight maneuvers. Applicant does not take into consideration local conditions and traffic. Applicant does not take into account the qualifications and abilities of his/her wingmen. The briefing is not concise and clear and leaves many unanswered questions. The tone and content of the briefing does not suggest strong leadership ability and the applicant is not clearly in charge. Numerous items from the T-34 Association and FAST standard are omitted and emergency procedures are not discussed, no briefing guide or an inadequate one is used. The briefing elements, had signals, etc., are not standardized in accordance with FAST policy and procedures.

Phase 3 – Flight

Objective 1

Start time, start, taxi, run-up, radio communications, standard signals and procedures.

Qualified:

Applicant has pre-flighted applicant’s aircraft, strapped in, obtained ATIS and airport information as appropriate and is ready to start engines at the time applicant briefed. The radio check-in is precise and positive communications are established with all flight members. Any delays or problems are handled in a deliberate manner; and, by applicant’s radio communications and hand signals, there is no doubt that applicant is in command of the flight.

Applicant taxis at a moderate speed that requires neither excessive power nor brakes, that is appropriate for the prevailing conditions and that is easily followed by applicant’s wingmen. Applicant complies with all ATC communications as applicable.

The flight is properly positioned in the run-up area and the lead has allowed adequate space for all aircraft. All hand signals are precisely executed and clearly seen and acknowledged by all flight members. Sufficient time is given to allow all wingmen to perform their run-up checks.

Unqualified:

Applicant performs an unsafe or incomplete pre-flight on applicant's aircraft. Applicant is not ready to start the aircraft at the time briefed. The radio check-in is non-standard: wingmen miss calls or are on the wrong frequency, and applicant allows the flight to proceed without positively establishing communications with all flight members. Applicant is not decisive when a problem arises, leads by consensus and committee, is lead rather than leads, and is controlled by events. Applicant's taxi speed varies excessively, is inappropriate for the prevailing conditions, and requires excessive power and brakes for applicant's wingmen to maintain position. Applicant misses critical ATC communications, causes a traffic conflict or other unsafe conditions.

Applicant positions the aircraft in the run-up area with total disregard for the positioning of applicant's wingmen, forcing them to overlap wings or to direct their prop blast in an inappropriate direction, or applicant does not allow them to align themselves with the wind. Hand signals are not correct, precisely given or visible to all flight members. Applicant does not pay attention to their acknowledgements or notice that some wingmen have missed applicant's signals. Insufficient time is allowed for the run-up and the wingmen are rushed or their pre-flight checks are incomplete.

Objective 2

Section takeoff, element rejoin after takeoff

Qualified:

The flight leader applicant ensures that all wingmen are ready for takeoff and that all flight members are on the proper radio frequency. Applicant's radio communications are clear and concise and applicant complies with all ATC instructions and clearances. Since many ATC facilities are unfamiliar with formation operation, applicant makes his intentions clear to the ATC facility. Applicant is constantly alert for other conflicting traffic; and in all phases of flight, applicant is the eyes of the formation. Applicant is clearly in command of the flight and the situation. At uncontrolled fields, applicant complies with all local "course rules", maintains communications on the appropriate CTAF frequency and is alert to all local traffic.

Applicant aligns on the runway on the downwind or the far side in calm wind and ensures that the wingmen are properly positioned on the runway. Applicant uses standard hand signals and receives the proper acknowledgement from the wingmen. The spool up signal is given, the engine run up to the briefed power setting and the brakes released on the head nod. Power is applied smoothly but briskly to the briefed power setting, which gives a sufficient power advantage to the wingmen. Directional control is precise. Rotation is smooth and precise to the takeoff attitude and the aircraft is allowed to "fly off" the runway. The gear up signal is clearly given only when the flight leader has determined that the wingman is safely airborne. As in all phases of this test, the flight leader applicant will be judged by the performance of his wingmen.

When at a safe altitude and airspeed, power is smoothly reduced to the standard climb power setting. A further reduction is taken by the flight leader to give his wingman and the following element a power advantage. Briefed climb speed is precisely established. When the second element is airborne, the flight leader begins a turn to effect the rejoin. Applicant's wingmen is positioned on the inside of the turn – a cross under might be necessary to accomplish this. The aircraft is maintained in a constant bank, at a constant airspeed and flown smoothly, while the element effects its rejoin on the outside of the turn. The leader is always alert for traffic and sensitive to the power requirements and other needs of his wingmen. After the

flight has rejoined and has cleared the local traffic area, a frequency change executed to the briefed enroute frequency.

Unqualified:

The flight leader applicant rushes the wingmen and all are not ready or on the proper (same) frequency when the flight leader takes the active runway. Applicant's radio communications are not clear and concise. Significant doubt exists between flight members or with ATC as to applicant's intentions. Applicant is not clearly the leader or in command of the flight or is hesitant, imprecise or non-standard in hand signals, communications or actions. Applicant consistently misses ATC or inter-flight communications. Applicant does not comply with all ATC instructions or clearances, causes unsafe conditions to develop and is not alert to other traffic. At uncontrolled fields, applicant does not comply with local "course rules", and causes a conflict with other traffic. Applicant does not monitor the proper CTAF frequency or make the appropriate radio calls in the blind. Other aircraft in the pattern have to alter their flight path, even though they have the right of way, to avoid applicant's flight.

Applicant's runway alignment for the flight is non-standard. Applicant does not take the downwind side of the runway. Applicant crowds the wingman and does not line up well on the applicant's side of the runway. Applicant spools up to either a higher or lower power setting than briefed prop to brake release, causing an immediate power miss-match at brake release and requiring a excessive power change by the wingman. Applicant does not give a brake release signal and immediately leaves the wingman behind. Applicant does not vie the wingman a sufficient power advantage, or uses too little power, needlessly extending the takeoff roll and causing the wingman to use excessive brakes or power reduction to maintain position. Applicant rotates abruptly at too low a speed or at too high a speed, either forcing the aircraft into the air before it is ready to fly or causing the aircraft to skip along the runway because it is being forcibly being held down. In either case, the wingman has difficulty in executing a satisfactory section takeoff. As in all phases of this test, the flight leader applicant will be judged by the performance of the wingmen.

The gear retraction is initiated without a signal, at too low an altitude or the flight leader does not ensure that the wingman is safely airborne. The power reduction to climb power is abrupt and to a non-stand setting; applicant does not give the wingmen a sufficient power margin; the reduction is initiated at too low an altitude; at too slow an airspeed or too late, possibly exceeding engine takeoff power limitations. Briefed standard climb speed is not maintained for the rejoin and the flight is not notified of speed changes in excess of 10 KIAS. The turn for the rejoin is initiated too soon, forcing the rejoining element to go acute and maneuver excessively; the lead's wingman is positioned incorrectly on the outside of the turn; the lead does not maintain a steady target for the rejoining element because he does not fly smoothly, varies airspeed, altitude or o bank angle. The flight leader does not maintain situational awareness, is unaware of airspace limitations, and does not scan for other traffic. The flight leader applicant is unaware of or insensitive to the power requirements and other needs of the wingman and does not notice that they are out of position due to factors leader controls. Applicant changes to the enroute frequency before the flight has cleared the local traffic area.

Objective 3

General airmanship and lead flight control techniques, including smooth and deliberate manipulation of flight controls, constant roll rates into and out of turns. Power management, formation configuration changes, climbs and descents.

Qualified:

The flight leader applicant is obviously in command at all times. The sequence of maneuvers flown is as briefed, logical and consistent with power and airspace limitations. Situational awareness is maintained at all times. Local course rules are followed and all ATC communications and airspace restrictions are complied with. No unsafe condition is allowed to develop that might threaten the safety of the flight. The flight leader is constantly scanning for traffic and is aware of the position and needs of the wingmen at all times. The flight leader is aware of the skill levels of the wingmen and flies in a manner consistent with their level or proficiency. All control inputs are smooth and concise and at a constant rate.

Power changes are made smoothly, kept to a minimum and the wingmen are always afforded a comfortable power margin. The flight leader never uses maximum takeoff, climb or cruise power. The flight leader never reduces power to idle or to a setting that is too low that it would not allow all wingmen to carry some increment of power above idle, in order to provide differential speed control. No power setting by the flight leader will cause a wingman to exceed the operating limitations of wingman's powerplant. No maneuver flown by the flight leader will cause a wingman to exceed the operational limitation of the wingman's aircraft.

Standard hand signals are used throughout, clearly given and acknowledgements noted. Radio procedures are standard and all wingmen are always on the same frequency and checked in properly. When radio or formation signals are given, sufficient time is allowed for the wingmen to relay the signals and to accomplish the formation, configuration or frequency change. As in all phases of this test, the flight leader will be judged by the performance of the wingmen. Throughout all required maneuvers, the wingmen are able to easily maintain proper formation position with smooth control and throttle inputs.

Unqualified:

The flight leader applicant is not always in command. Applicant lacks command or leadership presence, leads by committee and allows events to dictate the course and conduct of the flight. Applicant's lack of leadership is manifested in indecisiveness, poor communications and lack of planning, thus fostering doubt and uncertainty among the wingmen. The sequence of maneuvers flown is not as briefed, is poorly planned and is not in logical sequence. There is dead space between maneuvers and poor use is made of airspace and altitude. Situational awareness is not maintained at all times and the flight is allowed to fly out of the designated area, possibly, unknowingly, penetrating some controlled airspace. Local "course rules" are not followed: ATC or FAR violations occur. An alert watch for traffic is not maintained and unsafe conditions are allowed to develop unnoticed.

The flight leader ignores the proficiency level of the wingmen and flies maneuvers that exceed their capabilities; applicant does not notice when they are not in position and proceeds with maneuvers for which the flight is not ready or is not in position to accomplish. Control inputs are abrupt and roll rates are not constant. Throttle inputs are rapid, allow no power margin for the wingmen and cause the wingmen to exceed their engine limitations or to abuse their engines. The flight leader applicant's maneuvers cause the wingmen to exceed their aircraft's limitations. The wingmen have difficulty in station keeping and constant and sometimes aggressive control and power inputs are required.

Hand signals are not standard, not precise, not visible to all flight members, are given too rapidly and acknowledgements go unnoticed, cause doubt among the wingmen as to what is to be accomplished. Radio procedures are non standard, ATC and interflight communications are missed or misunderstood, frequency changes are rushed resulting in wingmen being lost in the exchange and not accounted for – confusion, doubt and uncertainty reign. When formation or configuration changes are attempted, the flight is poorly positioned or out of position, signals are not clear and there is a general lack of planning,. Non standard position changes

or formations result. As in all phases of this test, the flight leader applicant will be judged by the performance of the wingmen.

Objective 4

To evaluate the flight leader applicant's ability to smoothly lead advanced training maneuvers: in trail, lazy eights, break-ups and rejoins.

Qualified:

The flight leader applicant properly signals the flight into trail, into extended trail and selects maneuvers that are appropriate to each formation. When trail formation is signaled, the flight leader applicant executes a turn to aide the wingmen in gaining separation to fall back into the trail position. Lead waits until the #4 wingman radios that he is "in position" before beginning any maneuvers. The flight leader sets a comfortable power setting, which allows the wingmen a comfortable power margin and, once that is established, makes no further power changes. In close trail, the flight leader applicant has briefed the flight to maintain their positions by varying power. In extended trail, lead expects them to maintain their relative fore and aft position by the proper use of "cut-off".

Changes in pitch and roll are accomplished smoothly and precisely at constant rates and the wingmen have no problem in maintaining position; to do so requires minimal control and power inputs. No aircraft or engine limitations are exceeded in the performance of any maneuver. Pitch and roll inputs are increased gradually in a lazy eight type maneuver up to 45 degrees of bank and +/- 20 degrees of pitch. The intensity of the maneuver is gradually increased in concert with the wingmen's performance. The flight leader is at all times aware of the position and performance of the wingmen.

The trail formation is terminated by the leader signaling for a rejoin. Leader rolls into a turn, which indicates that wingman #2 is to join on the inside of the turn. The flight leader radios airspeed for the rejoin if it is different than briefed. Break-up and rejoins are accomplished in accordance with standard practice. Signals are clearly given and there is no doubt by the wingmen as to what is to be accomplished. The flight leader maintains precise airplane control and provides a steady target at a constant, moderate bank angle throughout the rejoin. Airspeed is maintained at the briefed speed and any changes greater than 10 KIAS are communicated to the flight. The wingmen are able to effect smooth, fast and precise rejoins.

Situational awareness is maintained at all times and the flight leader is always scanning for traffic. When positioning the flight for in-trail and rejoin maneuvers, the flight leader is constantly aware of the sun angle and whenever possible avoids positioning the flight so that safe visibility is compromised. The flight leader is obviously in command and in control of the flight and all maneuvers and the wingmen respond accordingly without hesitation. The flight is conducted as briefed.

Unqualified:

The flight leader applicant does not conduct the flight as briefed. Applicant selects maneuvers that are inappropriate for the selected trail formation or are inconsistent with the wingmen's abilities. The planning, timing, positioning and execution of the maneuvers are not satisfactory. Airspace boundaries are exceeded and applicant has poor situational awareness. Applicant is not alert to other traffic in the area. Unsafe conditions are allowed to develop and are uncorrected or unnoticed. The flight leader repeatedly positions the flight so that the sun angle creates an unnecessary and unsafe restriction to visibility that could have been avoided by letter planning. Lack of planning results in poor utilization of altitude, airspeed and airspace. Unnecessary time is wasted positioning the flight for successive maneuvers.

The flight is lead in a manner which causes engine or aircraft limitations to be exceeded. FAR's or ATC restrictions are violated. To maintain position in formation, the wingmen must abuse their engines. The lead is not considerate of the wingmen and ignores or is unaware when they are out of position. The lead does not ensure that they are in position or ready before executing a maneuver. Aircraft and hand signals are non-standard or poorly executed and acknowledgements are ignored. An inadequate power margin is not established for the wingmen and power changes from maximum to minimum are required to maintain position. The flight leader makes unnecessary (none should be required) power changes during trail and rejoin maneuvers. Control inputs are abrupt, rapid, non-precise and control application rates vary. The wingmen are unable to maintain good and safe formation. Large and aggressive control and throttle inputs are required. There is excessive relative motion within the flight that is not induced by turbulence!

During trail maneuvers, too rapid course reversals and imprecise, abrupt flight control movements make it extremely difficult for the wingmen to track and thus no useful training is accomplished. The flight becomes unnecessarily spread out. During rejoins, the airspeed and altitude control is not precise, the rejoin speed is not as briefed and the change is not communicated to the flight. The flight leader's bank angle is excessively steep or shallow. At best, the shallow bank results in an excessive time to rejoin. The steep bank causes the wingmen to go acute during the rejoins and some dangerous overshoots result. The wingmen are not able to execute a smooth, safe and timely rejoin. Lack of leadership, discipline and understanding of flight dynamics is evident the flight leader's lack of good aircraft control makes it difficult for the wingmen to follow.

Objective 5

To demonstrate flight entry into an airport traffic pattern under ATC, including compliance with all instructions and maneuvering the flight for 360 overhead break.

Qualified:

Situational awareness and good planning, well in advance, is the quality that best typifies a good flight leader in this very critical phase of flight. The lead obtains the ATIS or the airport advisory information at an uncontrolled field, well in advance of his flight's arrival; he carefully briefs the flight on the type or approach and pattern to be flown, including any special instructions. There is no doubt among the wingmen as to his intentions for the type of approach, direction of traffic, etc.

The arrival into the airport traffic area is well planned to avoid excessive maneuvering and well coordinated with appropriate ATC facilities or with local traffic on the CTAF at uncontrolled airfields. The lead respects local course rules and traffic, avoids conflicts and respects the right of way of other aircraft. He is alert to the fact that some ATC facilities and many pilots at uncontrolled fields are unfamiliar with 360 overhead approaches and formation arrivals. Adequate time and distances are allowed for frequency changes, formation position changes and for descent and approach checks to be preformed by the wingmen. The flight is not rushed; hand signals are standard and clearly given; acknowledgements are received. The lead is very alert for traffic and has briefed the wingmen to fly "loose" enough that they, too, can scan for traffic; this is not an airshow parade formation and you are not alone in the sky.

360 overhead approach; single ship landing:

Intentions are clearly communicated to ATC, local traffic (CTAF) and all flight members. The flight is maintained in fingertip formation until on initial approach to preserve maneuverability. The arrival into initial approach is well planned, with minimum maneuvering; the flight is moved to echelon with sufficient time allowed to smoothly accomplish the maneuver and to allow the wingmen to become stabilized; no turns are made into the echelon.

The “break” signal is given with the timing interval appropriate to local conditions and the wingmen’s abilities. Airspeed is stable, control inputs are smooth and wingmen are afforded an ample power advantage; minimum (none are preferred) power changes are made throughout the approach. The break is made over the approach end of the runway, the approach is flown aggressively and the lead does not configure his aircraft too soon or slow down too rapidly, to allow his wingmen to gain spacing. The approach is a 360 turning pattern, the downwind is not extended past abeam the touchdown point, traffic permitting. (Note: if there was traffic in the pattern, the break should have been extended upwind so that the base turn could be commenced abeam the touchdown point and not crowd the aircraft ahead.)

Touchdown is “on the numbers” in the touchdown zone on the downwind side of the runway, (in the case where runway length is not a factor the lead lands as far down the runway as possible in order to avoid turbulence caused by “prop wash” to his wingmen), the lead stays on his side, rolls to the end, or as briefed, and clears on his side or crosses to exit, only when cleared by the aircraft behind. Lead marshals clear of the runway and allows the wingmen to form up with him before he taxis to parking.

Unqualified:

Situational awareness and good planning are conspicuously lacking. The ATIS, or airport advisory information for an uncontrolled field, is either not obtained, not relayed to the flight members or not received in a timely manner. Confusion and doubt prevail among the wingmen as to the flight leader’s intentions. The arrival into the airport traffic area is poorly planned; there is excessive maneuvering at low altitudes to position the flight for the approach; the arrival is not well coordinated with the appropriate ATC facility. Missed communications result and ATC instructions are not followed.

Flight leader applicant does not coordinate with local traffic on the CTAF at uncontrolled fields and traffic conflicts are created with local traffic that may be unfamiliar with formation arrivals. Applicant does not respect local course rules or the right of way of other aircraft. Applicant is not alert to other traffic and allows the wingmen to fly too close, as in parade formation; as a result, they are unable to scan for traffic.

There is insufficient time and distance allowed for frequency changes, formation position changes and for descent and approach checks to be performed by the wingmen. The flight is rushed, hand signals are non-standard and not clearly given and acknowledgements are ignored.

360 overhead approach, single ship landing:

The lead does not clearly communicate his intentions to ATC, local traffic (CTAF) and all flight members. The flight is positioned into echelon prior to arrival on initial approach and flight maneuverability is compromised; turns are made into the echelon. The arrival is poorly planned and the position change to echelon is rushed. Airspeed is not stable, the lead is not smooth and numerous and excessive power changes are made; lead reduces power to idle and an adequate power margin is not maintained for the wingmen. As a result, the wingmen do not have enough power or they are unable to prevent overshooting lead. The wingmen have to abuse their engines by over boosting or under boosting in an attempt to maintain formation.

The break signal is rushed and the break interval is inappropriate for the prevailing conditions. The break is either made too soon or too late. After the break, the lead immediately reduces power to idle and configures for landing. Lead extends his downwind unnecessarily, making it difficult for the wingmen to obtain safe spacing. The resultant traffic pattern is too large. The lead flies his final approach at the minimum approach speed and his touchdown is too long and not in the touchdown zone. Lead lands on the upwind side of the runway, crowds the centerline and either applies maximum braking to make an early turnoff or rolls to the end of the runway and crosses to the other side without clearing behind him. After lead clears the runway, he taxis to parking without waiting for the wingmen to marshal with him.

Objective 5

To properly debrief a four ship formation flight.

Qualified:

The lead conducts the flight debriefing in a timely and constructive manner in a location that is free of distractions. He is clearly in charge and obviously the leader. He does not brief, lead or debrief by committee. The flight was clearly a positive learning and training exercise and only constructive criticism is offered. He freely takes comments and questions from his wingmen and nothing in his demeanor discourages or intimidates his wingmen from doing so. He is a good teacher/instructor. Mistakes are explained and corrective actions suggested. He is tolerant of the opinions of others; however, when a difference of opinion arises, after careful consideration, it is his decision, fairly reached, that prevails – formation flying is not a democracy.

The flight is debriefed in a concise and logical manner from start to finish. Non-standard items are emphasized and unsafe actions properly covered and understood. Because the lead paid attention to and was cognizant of his wingmen's actions in flight, he is able to give meaningful comments. His knowledge of formation dynamics and his skill as an instructor, allow him to correctly analyze the maneuvers flown and to offer useful information to his wingmen.

The leader has an obligation to deal with, and to recommend additional training, decertification or disciplinary action for, any pilot in his flight (and for whom he is responsible) whose actions, formation skills or lack of discipline present a potential safety of flight problem.

The flight members profit by the debriefing; it is a learning experience, all their questions are satisfactorily answered, all conflicts are resolved, all elements of the flight are understood; it is a positive experience for the wingmen and they consider the debriefing as time well spent. They would willingly fly with this leader again.

Unqualified:

The debriefing is not conducted in a timely manner. The lead allows numerous distractions to intrude. Not all flight members are present, he does not have their attention and the location selected is not conducive to a meaningful debriefing. He is clearly not in charge, not a leader and debriefs by committee. His comments seem to be limited to, "Well, it was a pretty good flight, I don't have any comments, do you guys have any questions, if not let's get to the bar!"

He is not a good teacher and has no experience as an instructor. He is intolerant of questions or the opinions of others. He is never wrong and never admits a mistake. When confronted with a non-standard procedure, his response is, "That's the way we do it around here." When in doubt he never refers to the standardization materials, manuals or video.

The flight is not debriefed in an orderly manner and it is difficult for the wingmen to follow. Safety of flight items were not noticed in flight, so, therefore, they are not debriefed. Because he was, in general, totally unaware of his wingmen's actions in flight, he is unable to render any meaningful comments. He berates his wingmen for their poor performance in flight, fully failing to realize that their sub-standard flying was due almost entirely to his lack of skills as a flight lead. He has no real knowledge of formation dynamics; or if he does, his lack of skill as an instructor or leader prevents him from communicating this important information to his wingmen in a useful manner.

Lacking in leadership skills, he feels no responsibility to deal properly with members of his flight who need additional training, lack discipline or formation skills or who present a potential safety of flight problem.

The flight members do not profit from this debriefing, no questions are answered, conflicts are left unresolved, it is a waste of time, confusion and doubt exists to many of the elements of the flight - but the wingmen do learn one thing – that they will never fly with this lead again!