

SECTION 2.13**CONVERSION OF GENERAL AVIATION OR GLIDER PILOTS****BASIC REQUIREMENTS**

1. A person holding a General Aviation (GA) Private Pilot Licence or a Gliding Federation of Australia (GFA) Glider Rating who wishes to apply for an RA-Aus Pilot Certificate shall:
 - a. be a financial member of the RA-Aus,
 - b. hold a valid RA-Aus Student Pilot Certificate, and
 - c. meet experience requirements of Sections 2.06 and 2.07 of this manual.
2. A person holding a Private Pilot or higher Licence, or a GFA Gliding Rating or equivalent, who wishes to apply for an RA-Aus Instructor Certificate shall:
 - a. be a financial member of the RA-Aus,
 - b. hold a valid RA-Aus Pilot Certificate, and
 - c. meet experience requirements of Sections 2.07 and 2.08 of this manual.
3. A person holding a GA Instructor Rating or Chief Flying Instructor, or a GFA Gliding Instructor or Chief Flying Instructor, or equivalent, who wishes to apply for an RA-Aus Senior Instructor rating or Chief Flying Instructor approval shall:
 - a. be a financial member of the RA-Aus;
 - b. hold a valid RA-Aus Pilot Certificate or Instructor Certificate, as appropriate; and
 - c. meet experience requirements of Sections 2.08, 2.09 and 2.10 of this manual, as appropriate.

NOTE: Special attention should be paid to Sub-Sections 3.b. and 3.c. of Section 2.10.

SPECIAL CONSIDERATIONS

4. When examining GA or GFA pilot for conversion to recreational aircraft the Operations Manager or approved delegate, Pilot examiner or RA-Aus CFI shall ensure that the applicant is instructed in the main handling differences between recreational aircraft and GA aeroplanes and/or gliders, with special reference to the:
 - a. onset, occurrence and recovery from stalls, and stalls with wing drop;

- b. limitations of the flying envelope, the smaller differences between the stall speed and the climb, cruise and gliding speeds with some low performance recreational aircraft;
- c. high drag factors involved with some recreational aircraft;
- d. in some low performance recreational aircraft, a necessity to hold a lower than usual nose attitude in power off situations to maintain a safe flying speed; and
- e. relatively low inertia of recreational aircraft .