



## STETSON FLIGHT PROFICIENCY SCHEME FLIGHT REQUIREMENTS & TEST CHECK SHEET

### FIXED WING POWERED – WINGS

This Test is to be assessed by the Stetson Model Flyers Club CFI or instructor.

The requirements specified have been determined by the Stetson executive and are not to be varied.

Wings (Power) are awarded when a member demonstrates, in the course of one session, that he/she has the skills to perform the maneuvers listed in the tasks below, in a competent manner and to the required standard.

This is to certify that ..... MAAC .....  
of ..... **The Stetson Model Flyers Club** ..... has demonstrated the degree of proficiency in  
radio controlled flying of model aircraft to be awarded Wings (Power).

.....  
Signature                                      MAAC                                      CFI/Instructor's Name (BLOCK LETTERS)                                      Date

At the successful completion of the test this form shall be completed by the CFI or Instructor and given to the club CFI.

#### 1. DEXTERITY

The pilot must be able to locate all the transmitter controls quickly without fumbling.

#### 2. THEORY

The pilot must be able to name all major components of the aircraft and define functions, including effect of controls, and have a thorough knowledge of safety rules and regulations.

#### 3. AIRFRAME & PRE-FLIGHT CHECK

The pilot checks the engine mounting, plumbing, centre of gravity location, security of under-carriage and signs of structural or covering problems that could affect flight eg. presence of warps which could affect trim. The pilot also checks that controls are neutral and control throws correct, and checks throttle setting, state of battery and performs a range check.

#### 4. TAKE OFF

The pilot demonstrates gradual application of power while keeping the aircraft straight, and using a little elevator to lift off, makes a gentle climb out with wings level until safe altitude is reached.

## 5. TRIMMING

Pilot shows ability to trim the aircraft in flight. Displacement and re-trimming both the primary roll control and elevator should be demonstrated.

## 6. FIGURE EIGHT – Three consecutive in each direction

The pilot's ability to perform the following steps in the procedure turn will be assessed.

- a. Level flight segments should be straight and level.
- b. Figure 8 crossover point should pass directly in front of pilot and on the runway centerline.
- c. Turns should be at a constant altitude.
- d. Turns should be completed in order that upwind and downwind tracks are superimposed.

## 7. LANDING CIRCUITS

Pilot to demonstrate in both directions with all turns of 90 degrees.

With high performance aircraft, the power needs to be reduced much sooner than at the turn onto base leg. The upwind and downwind legs are parallel to the landing strip. The first three legs are maintained at a constant height and a gradual approach angle is started at the beginning of the base leg.

## 8. APPROACH & LANDING

Pilot demonstrates an engine assisted landing, using a suitable power setting that allows the model to descend, controlling nose attitude with elevators (airspeed), and using the throttle to stabilize the rate of descent. The aircraft should be flown over the threshold at an altitude of about 1.5 meters, the throttle closed gradually, and the round-out or flare initiated. The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.

## 9. SIMULATED DEAD STICK LANDING

At a safe and high position, the pilot will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.

## 10. Student has passed the written exam

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CFI Signature

Date exam was passed