Schedule of Maneuvers 2019

Each of the required maneuvers must be demonstrated three times successfully to your instructor before he is able to sign it off.

Once you have been signed off as proficient in a maneuver, continue practicing it with each flight to further perfect it.

Any contention regarding the required maneuvers schedule that cannot be answered by your instructor shall be directed to the Chief Flight Instructor whose decision is final.

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. SAFE HANDLING
The pilot will demonstrate safe handling of his aircraft, particularly while the engine is running when being moved from the starting table to the flight line gate. He will demonstrate all safety 'calls' during this phase of operation. Safe handling will finish with the aircraft back on the starting table post flight.

5. 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.

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

7. FIGURE EIGHTS – Three in each direction
The pilot's ability to perform the following steps in the figure eight will be assessed.
a. Aircraft should cross directly in front of the pilot and the center of the field.
b. The figure eight should be at a constant altitude.
c. The figure eight should be at a constant speed.
c. Turns should be completed in order that upwind and downwind tracks are superimposed.

8. LANDING CIRCUITS
Pilot to demonstrate in both directions, as shown in a diagram available from your instructor, with all turns of 90 degrees. With higher 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.

9. 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.

10. 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.