

North of Superior Flyers

Training Program and Requirements for Pilot Proficiency/Qualification

Note: All manoeuvres to be done from pilot's left and right.

Student Ground Preflight Requirements for Pilot Proficiency/Qualification:

- Knowledge of Safety Code, Field Rules, and Field Etiquette
- Pin frequency on Frequency Board and only then remove transmitter from impound rack
- Radio range check
- Preflight safety inspection
- Aircraft flight prep
- Start and tune engine at idle
- Move aircraft forward 10 feet/ 3 meters to run up or adjust engine further
- Taxi in accordance with local procedures

Soloed Student Flight Requirements for Pilot Proficiency/Qualification:

Flight One

- Slow-speed and high-speed taxi fully under control as appropriate for aircraft's field location
- Announced controlled take-off with rectangular field circuit to altitude
- Aircraft flight trimming
- Safe, predictable flight at altitude
- Rectangular landing circuits
- Announced controlled landing under power
- Announced notification to other pilots before and after any need for pilot to be past the flight line
- Engine off before end of taxi-way, before aircraft arriving at pit area external boundary
- Turn off aircraft radio and transmitter and pick up aircraft from taxi-way
- Carry or push/tow aircraft to pit location
- Return transmitter to impound rack after verifying its switch is truly off
- Remove pin from Frequency Board

Flight Two

- Slow-speed and high-speed taxi fully under control as appropriate for aircraft's field location
- Announced controlled take-off with rectangular field circuit to altitude
- Aircraft flight trimming
- Straight, level flight - length of runway in correct line of flight per current take-off direction
- Procedure turns maintaining altitude
- Horizontal figure 8's maintaining altitude
- Rectangular landing circuits
- Climb to stall - power off landing approach
- Join circuit - downwind leg -- controlled landing
- Announced notification to other pilots before and after any need for pilot to be past the flight line
- Turn off aircraft radio and transmitter and pick up aircraft from runway
- Carry or push/tow aircraft to pit location
- Return transmitter to impound rack after verifying its switch is truly off
- Remove pin from Frequency Board

Pilot Name: _____

Examiner: _____ Date: _____

Pilot Qualified Observer: _____

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Student Ground Preflight Requirements for Pilot Proficiency/Qualification:

Knowledge of Safety Code, Field Rules, and Field Etiquette

Pin frequency on Frequency Board and only then remove transmitter from impound rack

Radio range check

Preflight safety inspection

Aircraft flight prep

Start and tune engine at idle *

Move aircraft forward 10 feet/ 3 meters to run up or adjust engine further **

Taxi in accordance with local procedures *

Soloed Student Flight Requirements for Pilot Proficiency/Qualification:

Flight One

Slow-speed and high-speed taxi fully under control as appropriate for aircraft's field location *

Announced controlled take-off with rectangular field circuit to altitude *(See Note #1)*

Aircraft flight trimming

Safe, predictable flight at altitude

Rectangular landing circuits

Announced controlled landing under power *(Non-powered Gliders/Sailplanes Excepted)*

Announced notification to other pilots before and after any need for pilot to be past the flight line

Engine off before end of taxi-way, before aircraft arriving at pit area external boundary

Turn off aircraft radio and transmitter and pick-up, or push/tow, aircraft from taxi-way *(See Note #2)*

Carry or push/tow aircraft to pit location

Return transmitter to impound rack after verifying its switch is truly off

Remove pin from Frequency Board

Flight Two

Slow-speed and high-speed taxi fully under control as appropriate for aircraft's field location*

Announced controlled take-off with rectangular field circuit to altitude (See Note #1)

Aircraft flight trimming

Straight, level flight - length of runway in correct line of flight per current take-off direction

Procedure turns maintaining altitude

Horizontal figure 8's maintaining altitude

Rectangular landing circuits

Climb to stall – power off landing approach

Join circuit – downwind leg -- controlled landing

Announced notification to other pilots before and after any need for pilot to be past the flight line

Turn off aircraft radio and transmitter and pick-up, or push/tow, aircraft from runway (See Note #2)

Carry or push/tow aircraft to pit location

Return transmitter to impound rack after verifying its switch is truly off

Remove pin from Frequency Board

* Does not apply to non-wheeled electric Aircraft and/or Gliders or Non-powered Sailplanes

** Applies to powered Sailplanes/Gliders

Note#1 For non-wheeled electric Aircraft and/or Gliders or Non-powered Sailplanes the pilot must show proficiency in launching their aircraft by what ever method: (Hi-start, winch, hand-launch, etc.), as well as proficiency in landing procedures applicable to their type of aircraft.

Note #2 For all Electric powered aircraft the transmitter must be switched on first, (before the receiver), before flying, and switched off last, (after the receiver), after flight completion.

Note #3 When and if a qualified non-powered/wheeled electric aircraft and/or glider/sailplane pilot chooses to progress to powered flight, he/she would only be required to be deemed proficient in those areas which weren't covered in their initial flight qualification/proficiency program.