IV *Checkout Flight*

When a student has completed all 12 blocks to the satisfaction of his instructors, it is time for the checkout flight or "final exam".

Checkout flights are done with the Chief Flying Instructor or another instructor designated by him. The test consists of an oral exam and a flight test. Details are given below.

When the Examining Instructor is satisfied that the student is fully competent, he will award solo flying privileges.

i) Oral Exam

Content and standard are at the Chief Flying Instructor's discretion. A minimum requirement is that the student display 100% certain knowledge of the frequency control procedures, field rules and safety regulations as posted at the fields and contained in the Field Guide.

ii) Flight Test

The flight test has two parts: ground handling and the actual flight itself. Standards and manoeuvres are given below. The flight manoeuvres are to be flown in the order given and in a smooth, uninterrupted sequence.

a) Ground Handling Standards

- correct use of frequency control
- appropriate placement of aircraft and equipment in the pit area
- student ensures field and air space are clear before taxiing or walking onto field
- student positions himself correctly on field
- student taxi aircraft properly and/or positions it properly for takeoff

b) Flight Manoeuvres and Standards

1. Takeoff (Fig. 1)

- student again checks field and air space for clearance
- throttle advanced smoothly to maximum
- ground run straight and on correct heading
- lift-off smooth
- climb not too steep, wings level, straight course on correct heading

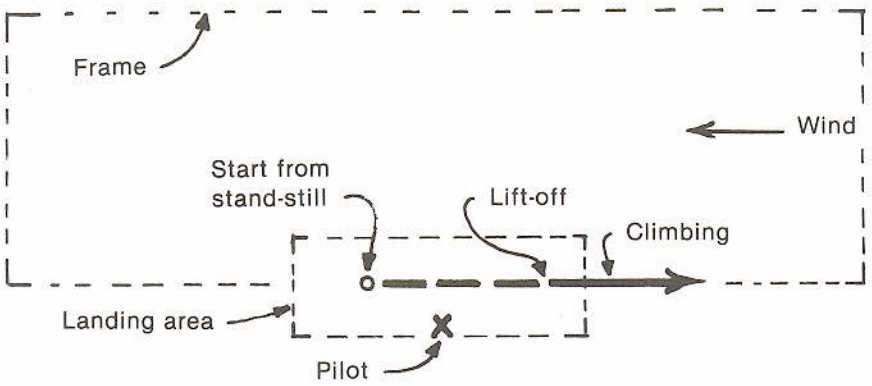

Fig. 1 — Takeoff

2. Climb Out and Check Circuit (Fig. 2)

- climb continued at uniform rate
- climb terminated at appropriate altitude (about 200 feet)
- throttle retarded smoothly to appropriate cruise setting
- trim controls used correctly and effectively
- circuit flown within frame, legs straight and on correct headings, opposite legs parallel, all turns 90°, altitude constant at all times after climb terminated

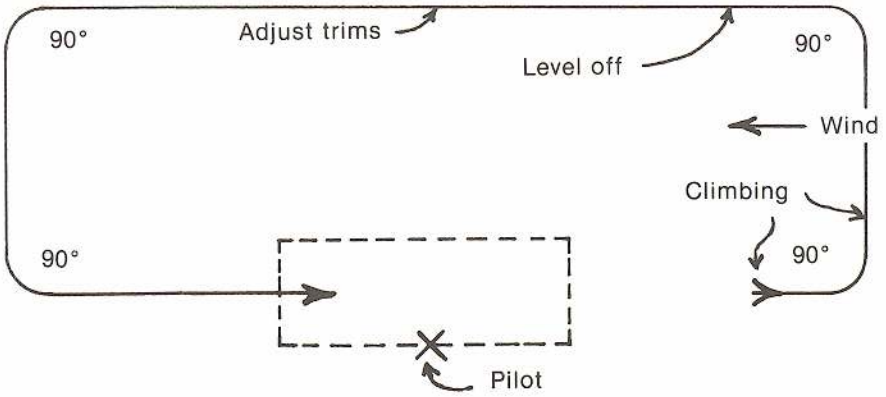

Fig. 2 — Climb Out and Check Circuit

3. Procedure Turn (Fig. 3)

- — manoeuvre positioned correctly within frame and flown according to diagram
- — turns exactly 90° and 270°
- — constant radius on 270° turn
- — correct entry and exit positions and headings
- — altitude constant at all times

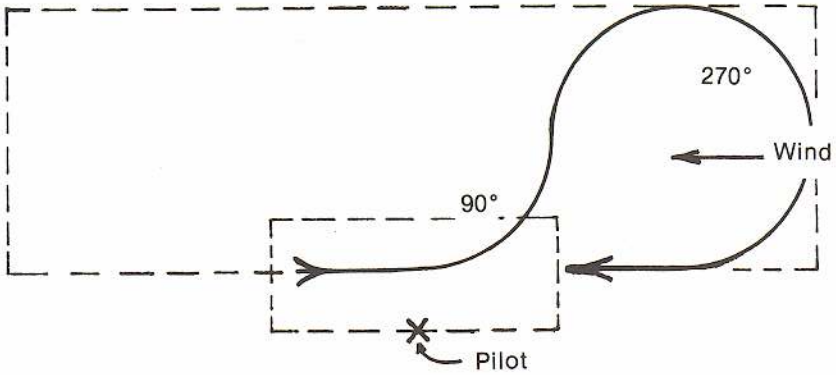

Fig. 3 — Procedure Turn

4. Reverse Circuit (Fig. 4)

- — positioned correctly and flown according to diagram
- — legs straight and on correct headings, opposite legs parallel, all turns 90°, altitude constant at all times

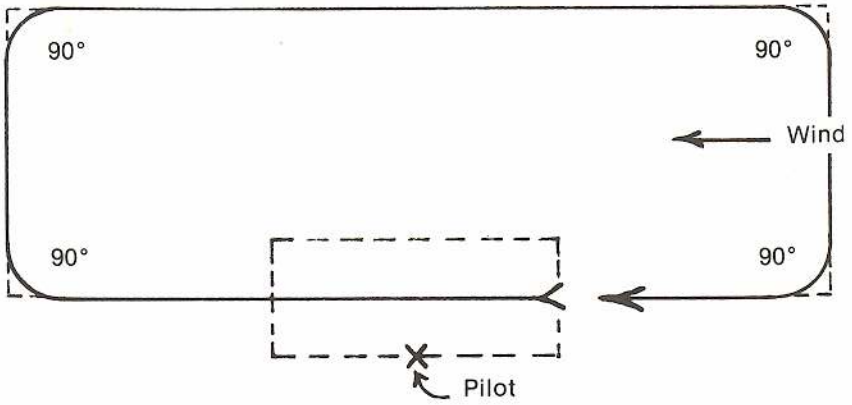

Fig.4 - Reverse Circuit

5. 180° Turn (Fig. 5)

- — positioned correctly within frame and flown according to diagram
- — constant radius on 180° turn, turn not too sharp
- — correct entry and exit positions and headings
- — altitude constant at all times

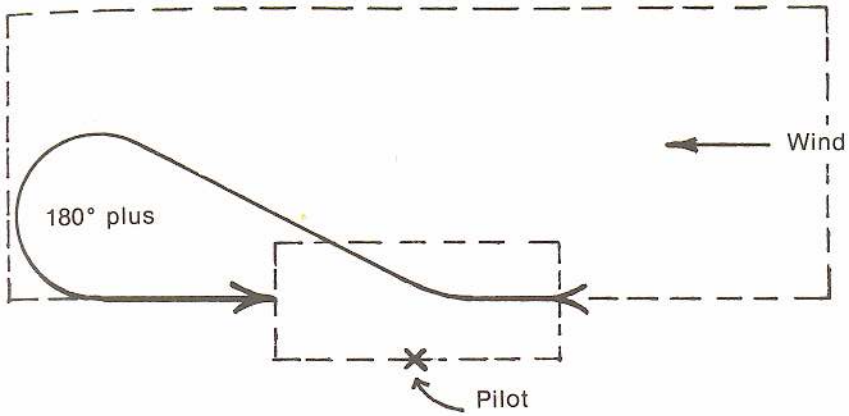

Fig. 5 - 180° Turn

6. Landing Circuit and Descent (Fig. 6)

- — positioned correctly within frame and flown according to diagram
- — legs straight, headings correct, opposite legs parallel, all turns 90°
- — altitude constant until descent initiated
- — landing clearance obtained
- — descent begun at appropriate position, smooth throttle-back to idle
- — appropriate constant rate of descent, wings level, correct heading
- — descent air speed neither too slow nor too fast - wind effects properly compensated for

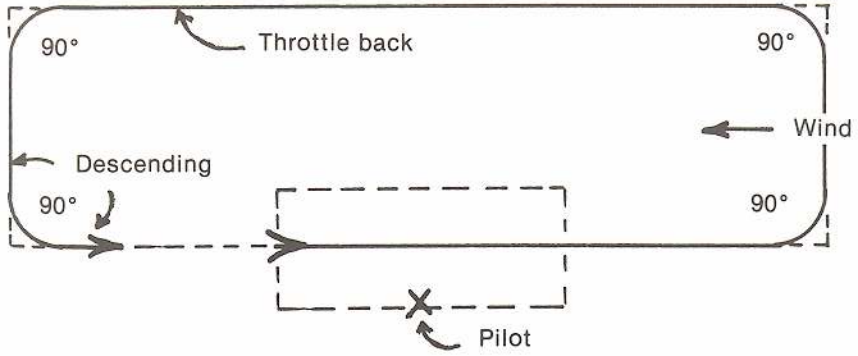

Fig. 6 — Landing Circuit and Descent

7. Landing (Fig. 7)

- — smooth flare
- — gentle touchdown at appropriate position
- — straight rollout to stop
- — check field and airspace clear
- — immediate taxi off field and/or pickup
- — correct taxi and pickup procedures
- — correct radio shutdown procedures

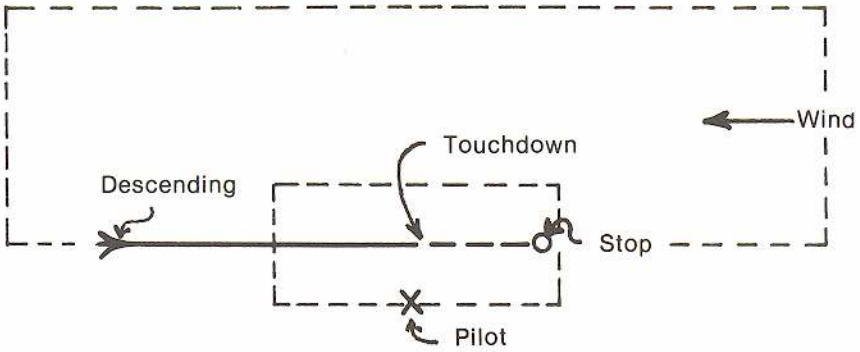

Fig. 7 — Landing

8. Review with Examining Instructor

- — congratulations if passed!
- — try again if not
- — practice makes perfect

c) Positioning of Manoeuvres (Fig. 8)

The ability of a student to position manoeuvres properly is one of the key indicators of skill. For this reason, all the preceding manoeuvres are to be flown within a prescribed area of the sky called "the frame".

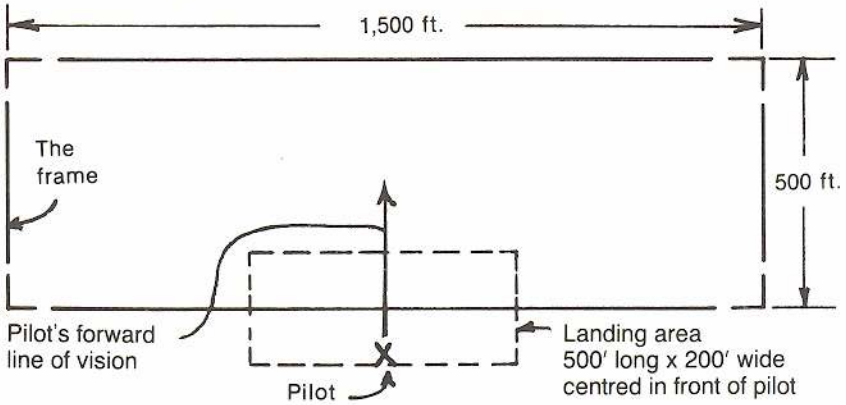

Fig. 8 — The Frame, Plan View
(Viewed looking down from above)

The altitude flown in the frame depends on pilot skills. For training, particularly at first, the plane should be kept very high, say 400 to 500 feet. For checkout flights, an altitude of 200 to 300 feet is preferable. Whatever altitude is chosen, it should be kept constant throughout the flight, except when taking off and landing.

Appendix I

Field Rules and Safety Regulations

For a more detailed outline of the field rules and safety regulations, refer to the OMFC Field Guide. A complete rules and regulations listing is to be found in the OMFC ByLaws and Standing Resolutions.

a) General Field Rules

- — Flyers must be members of OMFC. Guests may fly if they belong to MAAC / AMA and are accompanied by an OMFC member for the duration of their flying session.
- — All members must post their membership cards visibly on their flight boxes.
- — Club members must have their wings from OMFC before they can fly solo. Student pilots may fly only when accompanied by an instructor.
- — All transmitters must carry an official R/CMA Gold Sticker.
- — Transmitters must be impounded immediately on arrival at the field.
- — Frequency pins must be attached to the frequency control board before removing the transmitter from the impound.
- — Mufflers must be used on all engines larger than 0.049 cubic inch displacement. Mufflers must restrict noise levels to current OMFC standards.
- — Aircraft are to be hand-guided when behind the protective barriers.
- — Pilots must fly from the flight pads.
- — The flying of models or starting of engines is not permitted before 9:00 a.m. Monday through Saturday, and before 11:00 a.m. Sunday and holidays. In addition, the flying of models or the starting of engines is not permitted at the North Field during school hours or during hours of church service.