

The Niagara Region Model Flying Club Inc.

Student Progress Signoff Sheets

(Rev. April 19th, 2018)

It is our goal that the number of takeoffs and landings are equal!



Name: _____

- **All Students must bring this form to every training session.**
- Training sessions are scheduled every Tuesday and Thursday evening from May to August inclusive. If more hours are desired outside of this schedule it is the responsibility of that student to arrange.
- Students are required to visit www.maac.ca to familiarize themselves with M.A.A.C. safety recommendations.
- Students are responsible to familiarize themselves with our Club rules, available on page 2 of the club applications and posted at our field.
- Do not pressure instructors to grant a solo test, the instructors must be comfortable with your progress before this happens.

**IN THE EVENT A CHIEF FLYING INSTRUCTOR IS NOT APOINTED ALL
SUCH REFERENCES THEN DEFER TO THE NRMFC EXECUTIVE
(See contact us link at www.nrmfc.ca)**

LEVEL 1

(RED):

The student should present his approved aircraft to the instructor at the field ready for flight instruction as follows:

The instructor should flight-check the aircraft for airworthiness and be certain the student is aware of all club and M.A.A.C. safety codes and rules.

Instructor	Date Completed:
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The student has demonstrated the correct range check procedures and use of the controls for their radio, per manufacturer's recommendations

Instructor	Date Completed:
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The student has learned and demonstrated how to start and tune the engine to provide a reliable idle and assure full power at all flight attitudes.

Students flying electric powered aircraft have demonstrated an understanding of safe battery charging and have learned safe battery installation and start-up procedures.

Instructor	Date Completed:
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post-flight check and clean up

The student has learned and demonstrated

Level 1 completed:

Instructor #1	Date Completed:
Instructor #2	

LEVEL 2

(RED):

During this level the student should complete all pre-flight checks. They should start the engine and tune it, check radio and flight controls. The instructor should perform all take-offs and landings and assist the student in flight when necessary.

The student has demonstrated the ability to control the aircraft in straight and level flight while maintaining a ground track which should be roughly parallel to runway with some input from the instructor to assist with attitude and altitude control.

Instructor	Date Completed:
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The student has demonstrated the ability to consistently perform 15 degree banked turns while maintaining altitude with minimal input from the instructor as to assist with attitude and altitude control.

Instructor	Date Completed:
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The student has demonstrated the ability to consistently fly an oval racetrack flight pattern, in both clockwise and counter clockwise direction, with flight parallel to runway.

Instructor	Date Completed:
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slow-taxi his aircraft in preparation for

The student has demonstrated the ability to takeoff.

Level 2 completed:

Instructor #1	Date Completed:
Instructor #2	

LEVEL 3

(Yellow):

During this level the student should complete all pre-flight checks. They should start the engine and tune it, check radio and flight controls and slow-taxi to the end of the runway prepared for take-off. The instructor should perform all take-offs and landings and assist the student in flight when necessary.

The student has demonstrated the ability to perform 30 degree banked turns while flying an oval racetrack pattern maintaining altitude while maintaining a consistent ground track despite wind drift and without assistance from the instructor.

Instructor	Date Completed:
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The student has demonstrated the ability to perform a procedure turn maneuver, both clockwise and counter-clockwise with emphasis on consistent ground track.

Instructor	Date Completed:
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The student has demonstrated the ability to control the aircraft during high-speed taxi on runway, 1/3 to 1/2 throttle. No weaving should be observed.

Instructor	Date Completed:
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The student has demonstrated ability to fly a figure 8 pattern consisting of two 360 degree turns, one left and one right. The student must place the maneuver in front of himself at a safe distance and altitude.

Instructor	Date Completed:
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Level 3 completed:

Instructor #1	Date Completed:
Instructor #2	

LEVEL 4

(Yellow):

During this level the student should complete all pre-flight checks. They should start the engine and tune it, check radio and flight controls and slow-taxi to the end of the runway. By the completion of this level, the student should be able to take off and land with only verbal coaching from the instructor.

The student has demonstrated the ability to maintain runway heading during take-off, followed with a 15 to 30 degree climb-out angle until a safe altitude is reached.

Instructor	Date Completed:
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The student has demonstrated the ability to control the aircraft in slow-flight managing throttle to maintain altitude. The student has observed the behavior of the aircraft as it nears a stall condition. Turns have been kept to 15 degrees maximum bank, while maintaining altitude.

Instructor	Date Completed:
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The student has demonstrated proficiency throughout the landing pattern maintaining a maximum bank of 15 degrees in the approach circuit. The aircraft consistently arrives over the end of the runway on the runway heading, with wings level.

Instructor	Date Completed:
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The student has practiced take off and landings take-off and landing. and is able to repeatedly perform a smooth

Instructor	Date Completed:
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Level 4 completed:

Instructor #1	Date Completed:
Instructor #2	

LEVEL 5

(Green):

During this level, the student should complete all pre-flight checks. They should start the engine and tune it, check radio and flight controls and slow-taxi to the end of the runway. By the completion of this level, the student should be able to take off, overfly the runway, perform figure 8's, simple loops and rolls, and recover orientation and land.

The student has demonstrated the ability to land the aircraft and bring it to a full stop on the runway, prepare for and take-off turning away from the flight line. (Stop and go landing)

Instructor	Date Completed:
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The student has demonstrated the ability to control the aircraft in a figure 8 pattern. This maneuver should be executed in such a manner so that the turns are made away from the pit area.

Instructor	Date Completed:
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The student has demonstrated the ability to land the aircraft on the runway from an unexpected forced landing from altitudes as low as the normal traffic pattern. (Simulated Dead stick Landing)

Instructor	Date Completed:
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The student has practiced crosswind landings

Instructor	Date Completed:
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The student has demonstrated demonstrate proficiency in executing and recovering from straight ahead and turning stalls in slow flight.

Instructor	Date Completed:
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LEVEL 5 Cont'd

(Green):

The student has demonstrated the ability to perform and recover orientation from loops, rolls and split-S maneuvers

Instructor	Date Completed:
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Level 5 completed: **(student may now fly without the buddy box)**

Instructor #1	Date Completed:
Instructor #2	

FINAL SOLO Flight Test

After successful completion of levels 1 through 5 of the training program the student must complete two solo flights within a one day period in order to be awarded their pilot wings. The two flights must be witnessed by two club executive appointed flying instructors.

Solo flight check list

- 1 The student is a member in good standing of N.R.M.F.C. and M.A.A.C.
- 2 The student understands and obeys all M.A.A.C. & N.R.M.F.C. Inc. rules
- 3 The student demonstrates proper frequency control and range check procedures
- 4 The student demonstrates safe starting and run-up with an understanding of engine settings. Students flying electric powered aircraft will demonstrate an understanding of safe battery charging, safe battery installation and start-up procedures.
- 5 The student demonstrates a controlled take-off with a 15-30 degree climb-out directly into the wind
- 6 The student makes the first turn AWAY from the flight line
- 7 The student is able to trim the aircraft for level flight
- 8 The student demonstrates the circuit pattern, left and right while maintaining altitude.
- 9 The student demonstrates the figure 8 pattern, left and right while maintaining altitude.
- 10 The student demonstrates a procedure turn and over flies the runway while maintaining altitude.
- 11 The student performs a loop and aileron roll and demonstrates the ability to maintain orientation
- 12 The student demonstrates a controlled approach for landing
- 13 The student lands on the flying field and taxis the aircraft to the flight line, shuts off the engine, aircraft and radio, preferably in that order. Students flying electric powered aircraft will disarm, or remove the battery.

- 14 The student removes the transmitter frequency pin from the frequency board. (If applicable)
- 15 The student has demonstrated such control of the aircraft whereby it does not fly in any no-fly zones, such as behind the flight line or in a dangerous manner.

IS RECOMMENDED THAT IF A STUDENT FAILS TO DEMONSTRATE THE ABOVE PROPERLY, FURTHER TIME IS NEEDED BEFORE PILOT WINGS SHOULD BE PRESENTED. Crossing the flight line is an immediate failure

This pilot has completed two successful solo flights in one day. We feel that this pilot is flying in a competent manner and is eligible for Pilot Wings!

***Names of approving instructors 2 required:	Signatures:	Date:
1.		
2.		

*****Solo testing instructors should notify the CFI promptly following signing this test.**

Wings will be presented at the next club meeting, for now this is your **temporary wings permit**. Please have this sheet with you if you plan to fly for verification.

Have fun and fly safely from: *All the Instructors of the
Niagara Region Model Flying Club Inc.*

Classes:

- **F Class**(fixed wing over 1800 grams),
- **H Class**(single Rotor conventional Heli),
- **P Class**(park flyers and 'foamies' under 1800 grams,
- **M Class**(multi rotors, quads, and similar)

The following training program applies to the “F” and “P” classes primarily. The “H” and “M” classes will be dealt with on a case by case basis. Training for the latter will primarily consist of solo hovering in the designated hover circle on active training nights only.