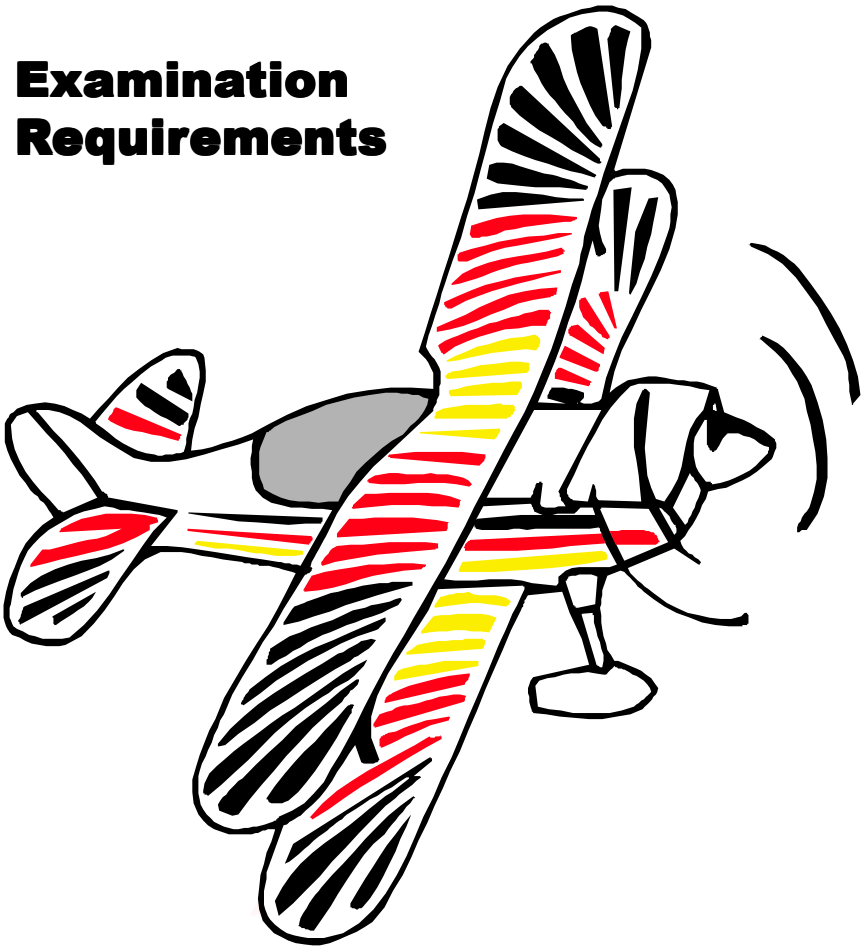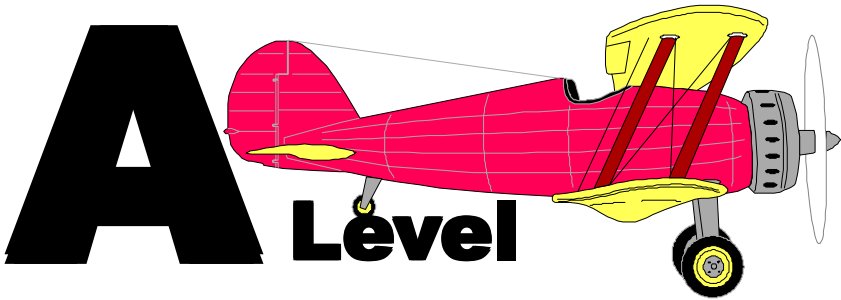# RCAA Flying Proficiency Program

Examination Requirements

A Level

Basic Control

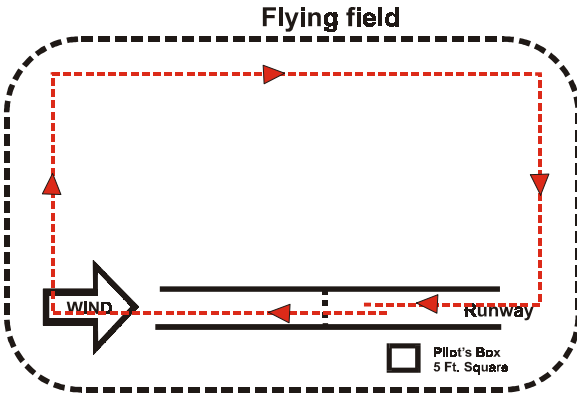The candidate must demonstrate, on two successive attempts, during the examination period, the ability to:

I. R.O.G. or hand launch unassisted.

2. Fly straight and level and maintain altitude.

3. Execute right and left hand, 90-degree turns.

4. Execute a 360-degree, left hand landing circuit.

5. Land under power.

> **A dead pass is permitted to ensure an upwind landing.**

The candidate will fly the control circuit shown on the following page, in order to demonstrate the foregoing procedures.

The candidate will, after becoming airborne, maintain a reasonable altitude and range, while being judged.

The candidate will not fly over spectators, parked cars or the pit area, while executing circuits and procedures.

Flying field

The candidate must complete circuits and procedures on the first try, during each of the two attempts.
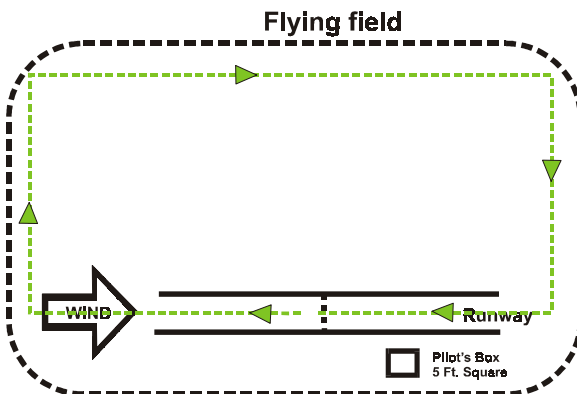
Circuit 1
R.O.G. or hand launch; straight and level flight; maintain altitude; Right hand 90 degree turns

Flying field

Circuit 2 begins where circuit 1 leaves off!

Circuit 2
Left hand 90 degree turns

Flying field
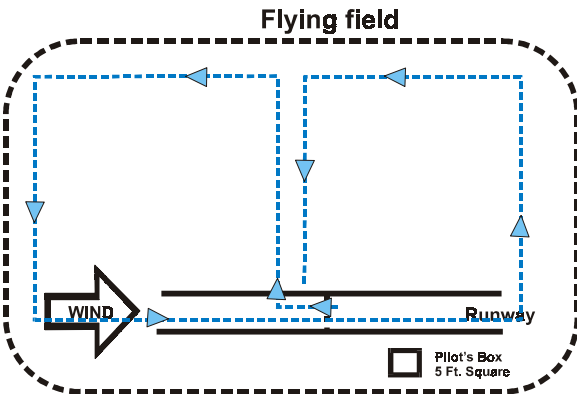
Circuit 3 begins where circuit 2 leaves off!

Circuit 3
360 degree landing circuit

R.C.A.A. Comox Valley 3

B Level

Intermediate Control

The candidate must demonstrate, on two successive attempts, during the examination period, the ability to:

1. R.O.G. or hand launch unassisted.

2. Fly straight and level and maintain altitude.

3. Execute right and left hand, 90-degree turns.

4. Execute two consecutive inside loops.

5. Execute left and right hand, tight 180 degree level turns.

6. Execute a 180 degree right hand landing circuit.

7. Land under power.

> **A dead pass is permitted to ensure an upwind landing.**

The candidate will fly the control circuit shown on the following page, in order to demonstrate the foregoing procedures.

The candidate will, after becoming airborne, maintain a reasonable altitude and range, while being judged.

The candidate will not fly over spectators, parked cars or the pit area, while executing circuits and procedures.

The candidate must complete the circuits and procedures on the first try, during each of the two attempts.
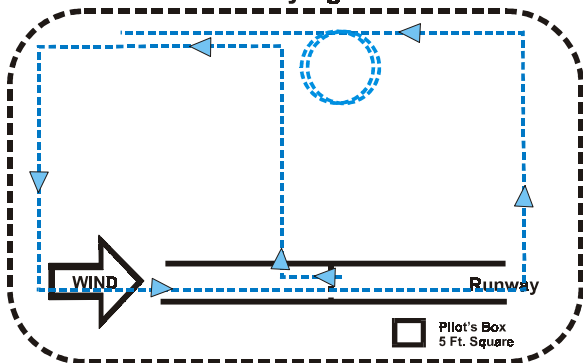
Flying field
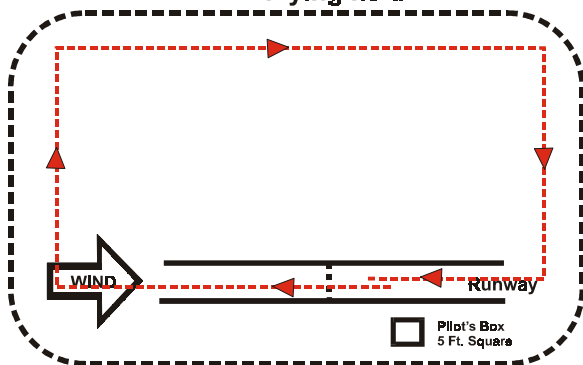
Circuit 1
R.O.G. or hand launch; straight and level flight; maintain altitude;
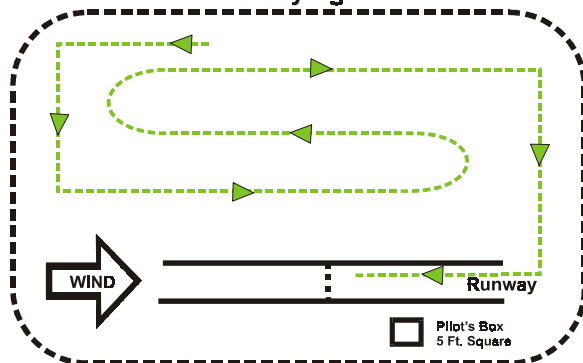Right hand 90 degree turns

Flying field

**Circuit 2 begins
where circuit 1
leaves off!**

Circuit 2
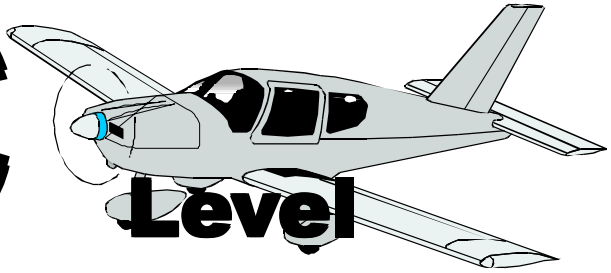Left hand 90 degree turns; two consecutive inside loops

Flying field

**Circuit 3 begins
where circuit 2
leaves off!**

Circuit 3
Left and right, tight 180 degree level turns; 180 degree landing circuit

C Level

Intermediate Advanced

The candidate must demonstrate, on two successive attempts, during the examination period, the ability to:

1. Start engine in pit area.

2. Taxi the aircraft to take-off area. Head it into the wind. Stop its forward movement in front of the take-off line. (Refer to field layout diagram.)

3. R.O.G. within designated runway.

4. Execute a 360-degree right hand circuit. The last leg must be flown over the designated runway on the field.

5. Execute the following manoeuvres, immediately after completion of item 4 and in the order shown:
   - ✈ 2 consecutive, horizontal rolls
   - ✈ Square Loop
   - ✈ Inside 8
   - ✈ Flat 8
   - ✈ Straight and level inverted flight including a 180-degree turn and reverse direction.

6. Execute a 360-degree, right hand landing circuit.

> **A dead pass is permitted to ensure an upwind landing.**

7. Execute a landing within the designated runway; power on.

8. Taxi aircraft to the Pilot's Box and stop its forward movement.

The candidate will position him/herself in the Pilot's Box while taxiing the aircraft to the required take-off point.

The candidate must remain in the Pilot's Box while executing all manoeuvres and procedures; item 3 to 8 inclusive.

The candidate must perform all manoeuvres and procedures, in item 5, parallel to, but beyond, the designated runway.

The candidate will, after becoming airborne, maintain a reasonable altitude and range, while being judged.

The candidate will not fly over spectators, parked cars or the pit area, while executing circuits, manoeuvres or procedures.
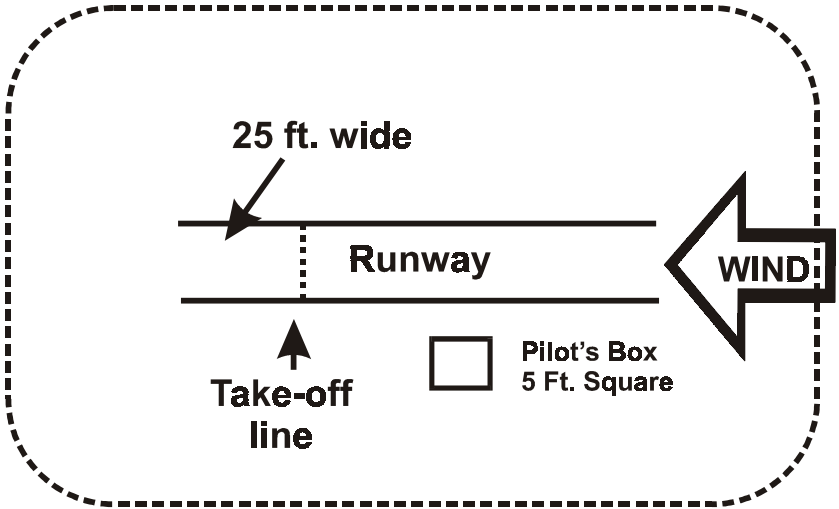
The candidate must complete his circuits, manoeuvres and procedures on the first try, during each of the two attempts.

The candidate or his/her assistant must call all manoeuvres, in item 5, prior to execution.
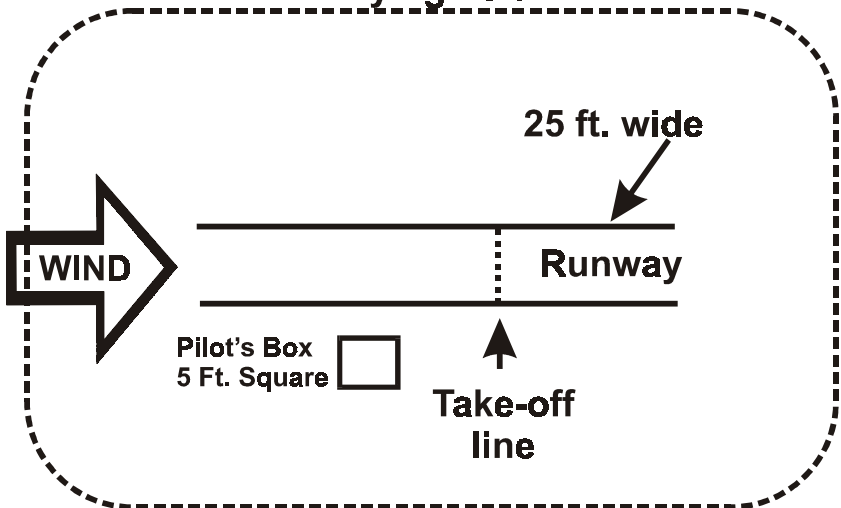
Layout of Flying Field
for C and D Level Examinations

Flying field

25 ft. wide

Runway

WIND

Take-off line

Pilot's Box
5 Ft. Square

Flying field

25 ft. wide

WIND

Runway

Pilot's Box
5 Ft. Square

Take-off line

D Level

Senior Advanced

The candidate must demonstrate, on two successive attempts, during the examination period, the ability to:

1. Start engine in pit area.

2. Taxi aircraft to take-off area.
   Head it into the wind.
   Stop its forward movement in front of the take-off line. (Refer to field layout diagram regarding position of pilot at this point.)

3. R.O.G. within designated runway.

4. Fly straight and level upon reaching a satisfactory altitude, after take-off.

5. Execute a tight, 180-degree, level, right or left hand turn and reverse direction over the runway.

6. Execute the following manoeuvres, immediately after completion of item 5 and in the order shown:
   - ✈ 3 consecutive, horizontal rolls
   - ✈ Outside Loop

✈   Double Immelmann
✈   Cuban *8*
✈   Horizonta1 8
✈   Straight and level inverted flight ,
        includ1ng a 360-degree turn.

7. Execute a landing within the designated run-
way; power on.

> A dead pass is permitted to ensure an upwind landing.

8. Taxi aircraft to the Pilot's Box and stop its
forward movement.

The Candidate will position him/herself in the Pilot's Box while taxiing the aircraft to the required take-off point.

The Candidate must remain in the Pilot's Box while executing all manoeuvres and procedures; items 3 to 8 inclusive.

The candidate must perform all manoeuvres and procedures, in item 6, parallel to, but beyond, the designated runway.

The candidate will, after becoming airborne, maintain a reasonable altitude and range, while being judged.

The candidate will not fly over spectators, parked cars or the pit area, while executing circuits, manoeuvres or procedures.

The candidate must complete circuits, manoeuvres and procedures on the first try, during each of the two attempts.
The candidate or his/her assistant must call all manoeuvres, in item 6, prior to execution.

Defaulting of Examinations

Any of the following conditions will be considered as grounds for defaulting a Flying Proficiency Examination:

1. A crash or fly-away. ,

2. A landing on other than the flying field.

3. Any major deviation from a circuit or procedure that is required to be flown.

4. Incompletion of an examination attempt for any of the following reasons:
   (a) Engine cut-out in flight.
   (b) Loss or breakage of a prop in flight.
   (c) Fuel depletion.

5. Receiving instructions or directions from an assistant, other than as permitted herein.

6. Taking too long to make an examination attempt, after being given reasonable notice by the judges.

7. An abortive take-off attempt.

8. Overturn of aircraft during a taxiing manoeuvre.

9. Erratic or unsafe flying.

10. Criticism of any decision made by the judges.

11. Ungentlemanly or unsportsman- like conduct.

12. Any other action or condition which, in the opinion of the judges and the Flying Proficiency Program Chairman, denotes an obvious inability, on the part of a candidate, to complete an examination or part thereof.

Default Points

A candidate will be assessed five default points for each of the following errors committed dur1ng an examination:

1. Flying over spectators, parked cars or the pit area.

2. Failing to call or call clearly, manoeuvres, as required.

3. Failing to maintain a reasonable range and alt1tude for judg1ng purposes.

4. Leaving the Pilot's Box, partially or completely, during a Level "C" or "D" examination attempt.

Special Conditions

During an examination attempt, situations may arise over which a candidate will have little or no control, for example, radio interference or unusual weather conditions. If such, or similar conditions cause a candidate to abort one or both examination attempts, the candidate will be permitted to re-fly these during a subsequent examination period without default of any kind.
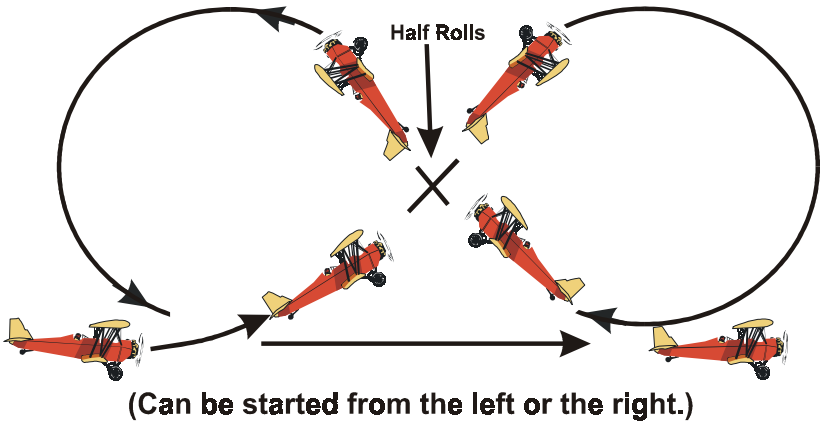
Diagrams
of
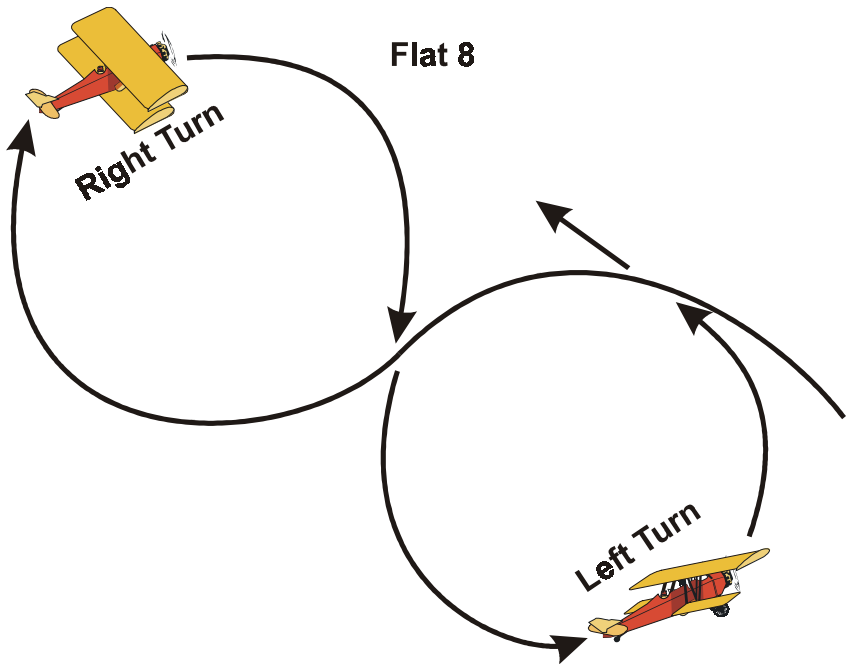# Manoeuvres
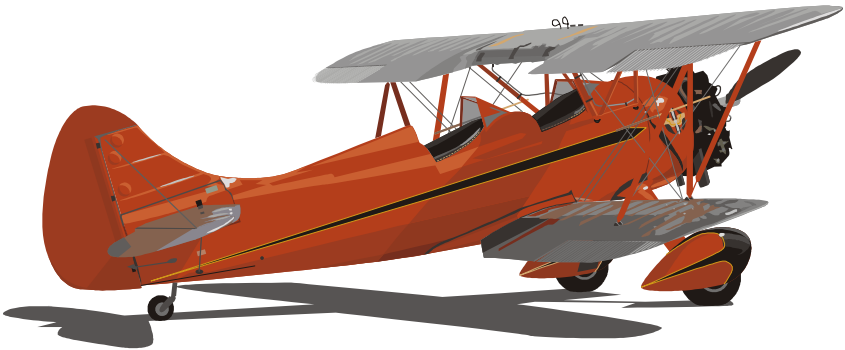
Square Inside Loop
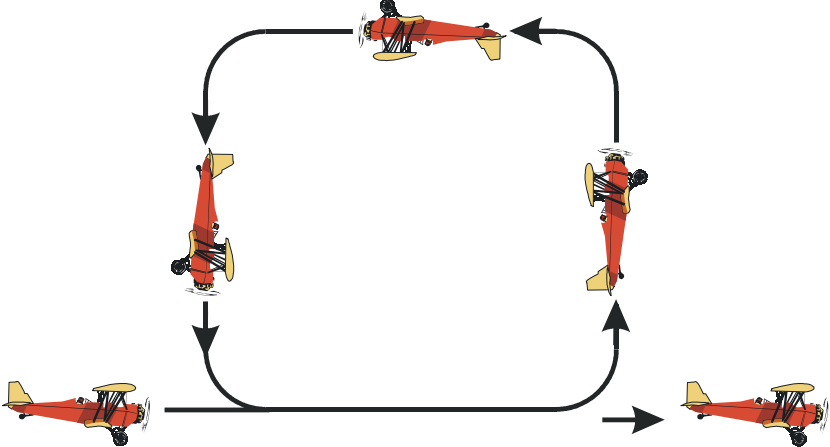
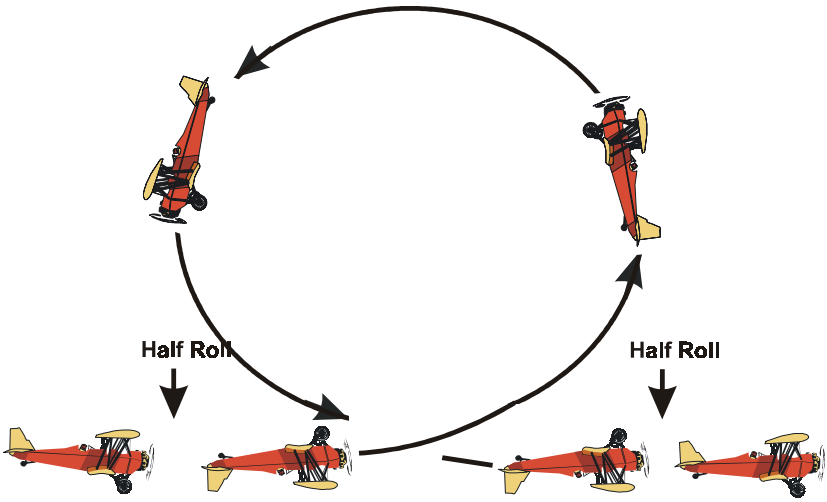**(Can be started from the left or the right.)**

Inside 8

Half Rolls

(Can be started from the left or the right.)

Flat 8

Right Turn

Left Turn

(Must be flown as shown.)

Outside Loop

Half Roll

Half Roll

(Can be started from the left or right, top or bottom.)

Double Immelman

Start

Finish
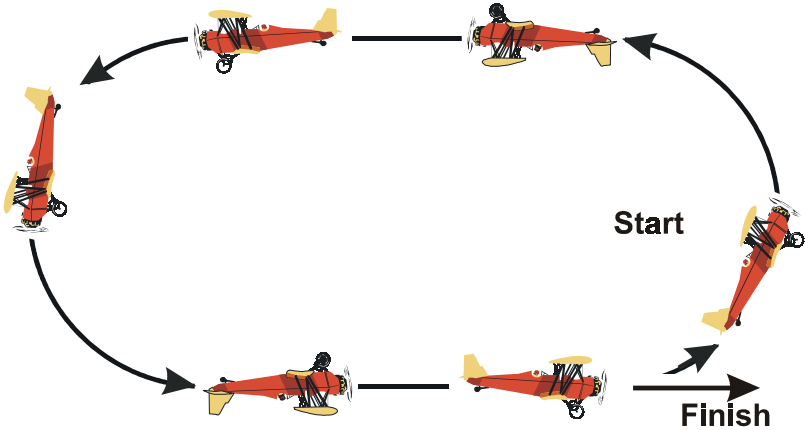
(Can be started from the left or the right.)

Cuban 8

Half Rolls
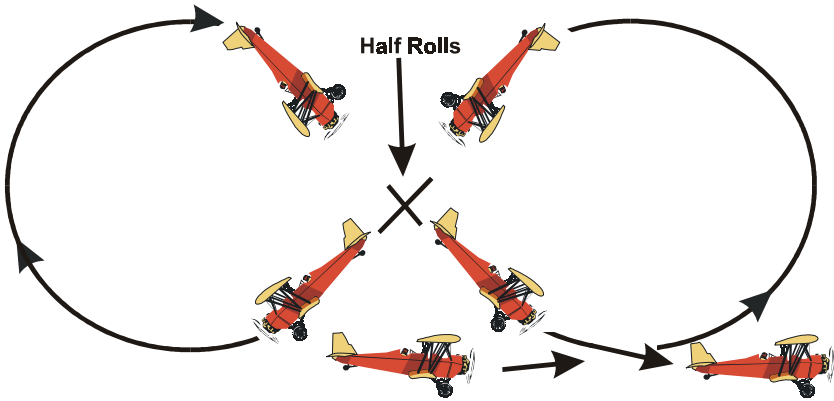
(Can be started from the left or the right.)

Horizontal 8

Outside Loop

Inside Loop

(Can be started from the left or the right.)