Name:

Cleared for Solo practice (Date and Instructor signed):

Manoeuvre	Completed 1	Completed 2	Completed 3	“A” Ready
Takeoff				
Landing				
Circuit (Overflying takeoff area)				
Figure 8 (Fixed centre point)				
Rectangular Circuit (Normal)				
Rectangular Circuit (Reversed)				
Go Around				
Dead stick landing				
Stall recovery				

Takeoff

Takeoff must be a gentle climb, not a rocket launch. Must climb to a safe height before committing to the first manoeuvre. ALWAYS INTO WIND. The heading on the climb out must be the same as the heading on the ground run.

Landing

Landing must be on the airfield within 30 metres from the pilot location.
Smooth is not necessary as long as it is safe and does not damage the aircraft. The aircraft must not be taxied back within 10meters of any persons, or towards any persons. If a heavy landing occurs full heavy landing checks must be carried out.

Circuit Overflying The Takeoff Area

The circuit must be flown at a constant height with very little deviation. There is no set figure but must be high enough to be deemed safe.

Figure 8

The manoeuvre must be flown at a constant, safe height. It is recommended that the pilot practises by using a fixed point in order to achieve the shape desired. However on the test the centre point must be the pilot. Equal complete circles must be flown, no lazy eight manoeuvres are allowed.

Rectangular Circuit

The rectangular circuit must be flown at a constant, safe height. The corners must be 90^{o}, for both the normal and reversed circuit. The 4th turn should be treated as a final turn as on the test you must land from this final turn.

Go Around

The go around is essentially a failed landing attempt. Imagine someone has run onto the runway in front of your model and you must go around to avoid them. You must climb away gently as you would on a normal takeoff roll. The climb out heading must remain constant

Dead stick

Dead stick is an aviation term that means engine failure. This must be simulated to pass the test. The aircraft should be cruising at around 150 feet. The instructor will call dead stick at their discretion. The throttle should be set to idle and the aircraft should glide down and land successfully within 30meters of the pilot. If the attempt looks unsuccessful early on the power should be re applied and the manoeuvre re attempted.

Stall recovery

This manoeuvre is not on the test but encourages safe flying and will aid student pilots in recovering from low speed related errors.

The aircraft should be cruising at around 150 feet. The power should be set to idle (or very low) and the nose should be gently raised. The nose should be held high (by applying gradually more elevator) until the aircraft stalls.
The nose will drop violently, in order to recover from a stall the elevator must be centralised until the airspeed has recovered. The recovery from the dive that follows should be gentle and not sharp (as this can induce another stall).

Cleared For Solo Practice

When your training record is fully signed, you may practice for your “A” test solo, as long as a competent instructor is present and allows this on the day. The conditions must be suitable as deemed by the instructor.