

LCAA PILOT QUALIFICATION PROGRAM

7/26/2017

The Club has established levels of pilot proficiency for fixed wing, helicopter, and multi-rotor-"only" types of model aircraft. Instructors are available to assist student pilots in all types. The Instructor Pilot list is available on the members' section of the LCAA web site.

The Club recognizes three levels of proficiency within each aircraft type: Student Pilot, Qualified Pilot, and Instructor Pilot. Pilot status is identified on each member's Club membership card. The objectives of this document are to describe each level and define the requirements for advancement.

Aircraft Type

Pilots can be qualified in fixed wing and/or helicopter or multi-rotor-"only".

Fixed wing pilots must attain at least Qualified Pilot status in fixed wing before flying unassisted at LCAA field.

Helicopter pilots must obtain at least Qualified Pilot status in helicopters in order to fly unassisted over the main runway using one of the designated pilot stations. The only time a student helicopter pilot can fly without assistance is in the designated hovering area using the pilot station located in that area, provided that: (1) their helicopter has been inspected by a qualified helicopter pilot before flying, and (2) the helicopter weighs two pounds or less and has a rotor diameter of 28 inches or less (e.g. a 450 class).

Multi-Rotor-"Only" pilots must obtain at least Qualified Pilot status in Multi-Rotor in order to fly unassisted over the main runway using one of the designated pilot stations.

Aircraft configurations that do not readily fall into one of these three categories may be flown with caution by Pilots qualified in either fixed-wing aircraft or helicopters. Seeking the assistance of other qualified pilots is always a good idea and safety is the guiding principle.

Important: All pilots must use discretion and exercise the necessary caution when transitioning between electric and glow and when attempting to fly more powerful and/or capable aircraft than the one on which qualification was demonstrated. This includes seeking the assistance of other qualified pilots or instructors as necessary.

Again, safety of operations is the guiding principle.

Levels of Proficiency

Qualified Pilot status and Instructor Pilot status are obtained by successfully meeting the applicable requirements in either of the three aircraft categories. Applications for advancement from Student to Qualified status must be made using the Application for LCAA Qualified Pilot Status.

Student Pilot

Student Pilot status is granted automatically to all new members. By accepting this status, Student Pilots agree to abide by all applicable AMA and LCAA rules.

Student Pilots must be in possession of a current Club membership card. New members' membership cards will show "STUDENT" until Qualified Pilot requirements are satisfied.

Student Pilots may not fly unassisted at the Club field, with the exception of small helicopters and multi-rotors in the designated hovering area as described above.

Any aircraft built or flown by a Student Pilot must pass an initial airworthiness inspection by a Club Instructor Pilot or Board Member prior to its first flight at the Club field.

Qualified Pilot

To attain the level of Qualified Pilot, a candidate must successfully demonstrate to any combination of two Club Instructor Pilots or Board Members, one of which must be qualified in the aircraft type being flown (e.g. in the case of "Multi-rotor Only", one must be flying multi-rotors), their ability to:

1. Comprehend all By-laws, Club Field Rules, and AMA Safety Code.
2. Range-check radio system prior to flight using proper frequency control procedures.
3. Perform pre-flight check of aircraft, which includes airworthiness and flight controls checks.
4. Demonstrate proper use of engine sound level test equipment, if using a powered aircraft.
5. Perform the following exercises in any order, with instructor's approval:

Fixed wing aircraft:

- a) If powered, start engine/motor in a safe manner using proper safety restraint and orientation in the pit.
- b) If powered, taxi aircraft to correct end of runway while observing proper field protocol and status of other fliers. (Taxiing is not required for models without ground handling abilities.)
- c) Take off or launch (including hand launch, when appropriate) in a safe manner.
- d) Trim aircraft during flight.
- e) Fly a distance equal to two lengths of the runway, maintaining constant altitude and heading.
- f) Demonstrate one horizontal Figure Eight.
- g) Land in the correct direction on the runway using proper protocols.
- h) Demonstrate the safe return of the aircraft to the pit area.
- i) Demonstrate a non-powered ("dead stick") controlled landing on or near the field.

Helicopters and Multi-Rotor-"only"(Multi-Rotor must be flown in aircraft relativity mode*):

- a) Start engine/motor in a safe manner using proper safety restraint and orientation in the pit.
- b) Lift off while observing proper field protocol and status of other fliers.

- c) Trim aircraft during hover.
- d) Maintain controlled hover for 30 seconds.
- e) Fly a distance equal to two lengths of the runway, maintaining constant altitude and heading.
- f) Demonstrate one horizontal Figure Eight
- g) Land under control using proper field protocols.(Multi-Rotor must not use "return to home" feature)
- h) Demonstrate the safe return of the aircraft to the pit area.

Instructor Pilot:

To attain the level of Instructor Pilot, a candidate must successfully demonstrate, in the presence of two Club Instructor Pilots his/her ability to:

1. Perform a comprehensive pre-flight check of a new or rebuilt aircraft.
2. Teach Student Pilots all aspects of flight safety, Club field rules, attaining flying proficiency, and field operation etiquette as described in Club Field Rules and AMA Safety Code.
3. Quiz Student Pilots regarding their knowledge of the requirements of attaining Qualified Pilot status.
4. Give verbal instructions before and during flight in a clear, calm and easily understood manner.
5. Demonstrate instructor-level flying proficiency by:
 - a) Properly trimming a grossly out-of-trim aircraft in flight.
 - b) Safely recovering an aircraft from an unusual flight attitude.
 - c) Demonstrating a controlled dead stick landing procedure.
6. Demonstrate knowledge of the requirements on the Application for LCAA Qualified Pilot Status form and its completion.

Before applying for Instructor Pilot status, candidates should be prepared to accept responsibility for their accessibility and their willingness to invest sufficient time to assist a reasonable number of Club Members in learning to fly radio controlled aircraft. The LCAA Board of Directors grants Instructor Pilot status.

* Aircraft relativity mode is where motion of the aircraft around the pitch axis is controlled by the pitch control (stick) on the transmitter and motion around the roll axis is controlled by the roll control (stick) on the transmitter.