

LEVEL 2 PILOT To attain the pilot rating, a novice must be able to:

Flyers upgrading to Level 2 must pass that grade level as judged by an instructor and another observer of Level 2 or above. Instructor and Observer should grade each of the following activities, using an A, B, C, D or F for each activity. Student must get a C or better to pass. Any grade of D or F should be explained to the student and the student should be allowed to retest as soon as they wish. The idea of grading is to use this as a further learning opportunity for the student, so that they can understand what they need to continue to work on even if they achieve the new level.

1. **Know and exhibit proper field behavior concerning flying boundaries and courtesy, pit conduct and use of the frequency board.** The student should check the frequency board and insure his/her card is in the correct slot before activating their radio. They should also observe proper communication and observe no fly boundaries during the entire flight.
2. **Perform a preflight check of aircraft and radio equipment.** This should include, but is not limited to a check of battery condition, proper control surface movement and a standard range check.
3. **Prepare aircraft for flight and start/tune engine.** The student should fuel and start aircraft without assistance while maintaining safe operating procedure.
4. **Perform 2 unassisted takeoffs.** One in each direction. The student should take off and land (see item 6) in a direction approximately parallel to the center line of the runway in each direction. The student should exhibit reasonable control during the taxi and takeoff roll such that safety is maintained.
5. **Exhibit controlled flight by a series of left and right turns.** The student should fly a standard 4 cornered race track pattern or something similar to prove their control over the aircraft.
6. **Perform 2 controlled landings.** The student should land as described in item 4. After landing the student should taxi back to the pilot station area or the pits as they wish. Killing the engine on landing via a prop strike on the ground is NOT necessarily grounds for a failing grade but should be discouraged as this is typically a sign that the student needs more practice.
7. **Exhibit controlled flight during a simulated dead stick landing approach.** (Instructor has novice bring engine to idle and Novice Pilot must make a safe approach to runway – power can be applied before a landing is made) This landing may vary somewhat from a perfect parallel approach from the runway center line but should NOT be made directly in the direction of the spectators, parking lot or pits. Student pilots should recognize that safety is the paramount issue, not recovery of their airplane. Landing in the long grass or field areas is acceptable.

Note: It is recommended that all new Level 2 pilots use an observer during the first 30 days following certification.