

LEVEL 3 EXPERIENCED To achieve Level 3, a pilot must:

1. Have knowledge of all transmitter stick modes. The pilot should be able to explain the control layout of a 4 channel radio using modes I and II, including which control surfaces are affected by which stick movements.

2. Perform the following maneuvers during one flight/consecutive flights:

a. **Takeoff with turnout both left and right traffic patterns**. This should include taxiing from the pits to the runway, exhibiting safety and control of the aircraft at all times.

b. **Sustained inverted flight** including left and right turns for the length of the runway. This would best be exhibited by either a complete "lap" around the pattern or horizontal figure 8 around the field while inverted.

c. **Three consecutive inside loops**. Inside loops are loops where the canopy or top of the aircraft faces the inside of the circle drawn. They may be entered from either upright or inverted at the pilot's option. Loops should exhibit control not simply "full up". The loops should have a constant radius, i.e. look round, and should not have flat spots. Ideally the entry and exit point to the loops should be constant in both distances from the pilot as well as altitude above the ground.

d. **Three consecutive outside loops**. Outside loops are loops where the wheels or bottom of the aircraft faces the inside of the circle drawn. They can be entered either upright or inverted at the pilot's option and should be judged similarly to the inside loops above.

e. **Three consecutive rolls**, left or right. The pilot will perform 3 consecutive aileron rolls in whichever direction the pilot decides. The rolls should be one constant maneuver, i.e. no pauses between rolls. The pilot should enter the maneuver from a straight and level heading (i.e. no pitching up into the maneuver). The pilot should enter and exit the maneuver at the same altitude and heading on which he entered.

f. **Landing patterns both left and right** with a touch and go on the first. The pilot should fly a complete, rectangular landing pattern, complete with four distinct turns and lines. On the first (either downwind or upwind as the pilot wishes) the aircraft should touch at least its main landing gear on the ground and then throttle up and continue the flight, i.e. "touch and go". The second approach should be done in the opposite direction and should result in a safe landing and taxi off of the runway.

g. **A Three turn spin**, at a safe altitude, left or right. The pilot should enter from a straight and level attitude and should stall the aircraft on entry. The aircraft should be continuing on heading and without altitude change up the entry to the spin. Ideally the nose should drop as the wing drops to one side, indicating proper spin entry. The pilot should complete the three spins with the nose of the airplane straight down or nearly so and should stop rotation and continue to fly straight down for a short distance to show control. The pilot should then pull out back to level flight in the same direction as the plane was flying upon entry. A spin has not been executed if the aircraft appears to fly into a nose down attitude or if the plane makes a significant amount of wing rotation before the nose drops. This is considered a forced entry and is not acceptable.