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AMA Chartered Club Guide for Introductory Pilot Selection Criteria and Flight Proficiency Demonstration

When successfully introducing newcomers to the hobby/sport of aeromodeling or helping intermediate pilots improve their skill level there are various items that need to be considered. Choosing an effective, efficient and experienced instructor is very important. While you know your club members best, there might still be uncertainty about which specific individual to assign as an Introductory Pilot. AMA has created a list of *recommended* traits, as well as a flight proficiency program, to help you with the selection of your Introductory Pilots.

Besides being a qualified pilot, there are other important attributes that need to be considered. In 1998 the AMA held three Introductory Pilot Program meetings at different trade shows. One of the main subjects discussed was the definition of a good instructor. The following lists the various traits that are important in choosing an individual:

- Good communicator
- Patience and even temperament
- Reliability
- Consistency
- Dedication
- Good teaching skills
- Good team player
- Thorough knowledge of equipment
- Thorough understanding of safety issues
- Good preflight skills
- Good piloting skills
- Ability to judge piloting skills
- Good at balanced praise and criticism

The best pilot can be the worst instructor if he/she doesn't have good people skills! But good people skills will not do any good if the instructor is not qualified and experienced enough in flying. Therefore it is recommended that <u>any</u> individual who is assigned as an introductory pilot/instructor be able to successfully perform the following flight proficiency demonstration.

FLIGHT PROFICIENCY DEMONSTRATION
FOR INTRODUCTORY PILOTS

1. Preflight	• Demonstrate knowledge of aircraft systems and perform preventive maintenance inspection on aircraft.	☐
2. Engine Start	• Demonstrate knowledge of ground support equipment and perform a safe engine start.	☐
3. Take-off	• Perform take-off while maintaining heading (no more than two wingspans from runway centerline)	☐
	• Perform a smooth rotation	☐
	• Perform a controlled transition to level flight at predetermined altitude and heading	☐
4. Rectangular Pattern (at altitude)	• Perform rectangular pattern while:	
	• Maintaining constant altitude	☐
	• Compensating for drift	☐
5. Climbing and Descending Turns	• Perform climbing and descending turns while:	
	• Maintaining smoothness of control	☐
	• Compensating for drift	☐
	• Controlling airspeed	☐
6. Horizontal Figure 8 (from both directions)	• Perform horizontal Figure 8 while:	
	• Maintaining constant altitude	☐
	• Compensating for drift	☐
	• Maintaining symmetrical circles	☐
7. Stall Recovery (at altitude)	• Perform power-on stall & recovery (at safe altitude)	☐
	• Perform power-off stall & recovery (at safe altitude)	☐
8. Steep Turns (bank angle greater than 50 degrees)	• Perform (3 each direction) high G-turns while:	
	• Maintaining constant altitude	☐
	• Compensating for drift	☐

FLIGHT PROFICIENCY DEMONSTRATION
FOR INTRODUCTORY PILOTS

9. Loops

- Perform 3 consecutive loops while:
  - Maintaining heading ☐
  - Compensating for drift ☐
  - Maintaining symmetrical circles ☐

10. Missed Approaches

- Perform (3 missed) approaches while:
  - Maintaining directional control of aircraft at low airspeed ☐
  - Transitioning to flight configuration ☐

11. Touch & Goes

- Perform 3 touch & goes in both left and right hand pattern (6 total) while:
  - Maintaining heading (no more than two wingspans from centerline) ☐
  - Landing within a 10-meter long predetermined touch down zone ☐
  - Transitioning smoothly to take-off configuration ☐

12. Full Stop Landing

- Perform full stop landing while:
  - Maintaining airspeed control ☐
  - Maintaining heading (no more than two wingspans from centerline) ☐
  - Landing within a 10-meter long predetermined touch down zone ☐
  - Maintaining centerline heading during roll-out ☐

13. Simulated Deadstick Landing

- Perform simulated deadstick landing—when called for by Contest Director (power stays at idle during maneuver)
  - Maintaining airspeed control ☐
  - Maintaining heading (no more than two wingspans from centerline) ☐
  - Maintaining centerline heading during roll-out ☐