

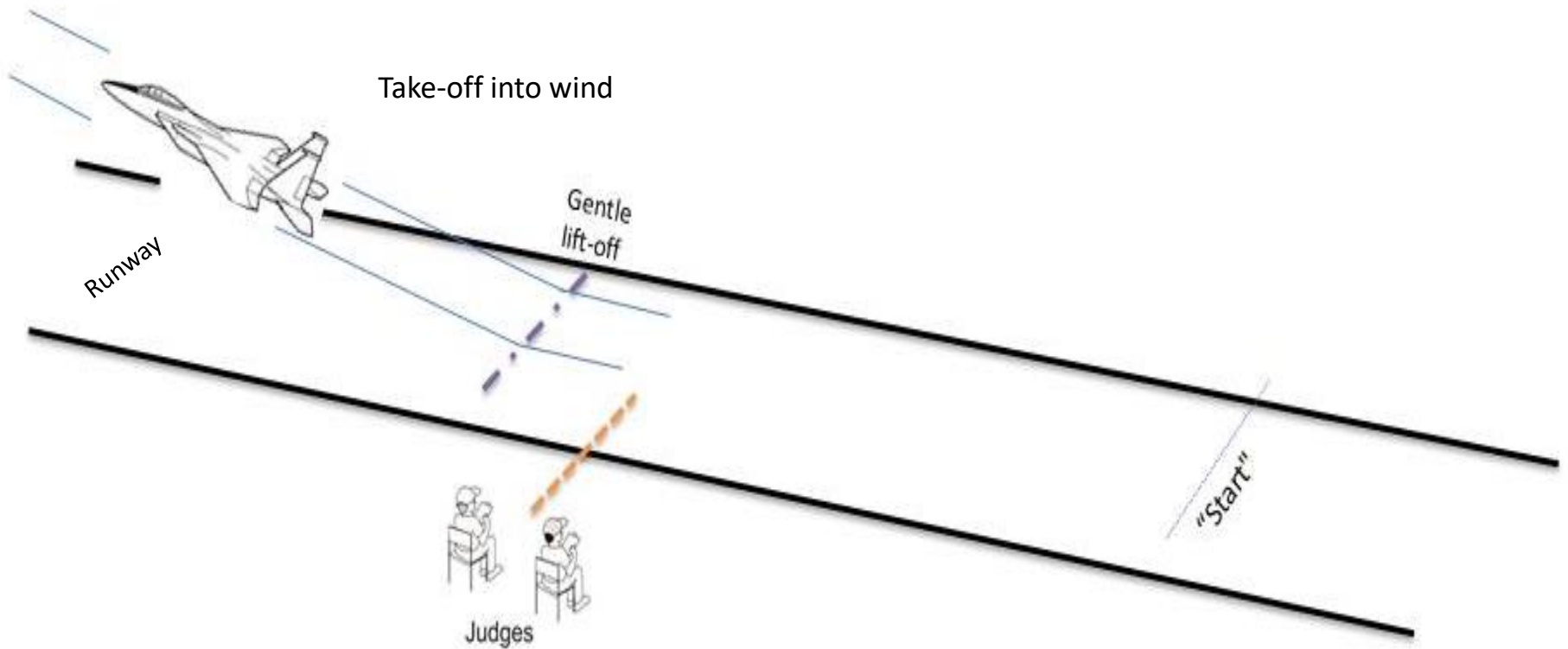
Basic Sport Jet / Scale / Turbine Jet Proficiency Schedule

- The purpose of the flight test is for the turbine jet applicant to demonstrate his/her skills, knowledge, and understanding of how to safely operate and fly a turbine model aircraft.



1. Take-off – The model shall take-off from the ground after the judge's centreline into wind and climb away on a constant heading and climb angle for a duration of minimum five seconds. During this time the landing gear sequence has to be initiated.

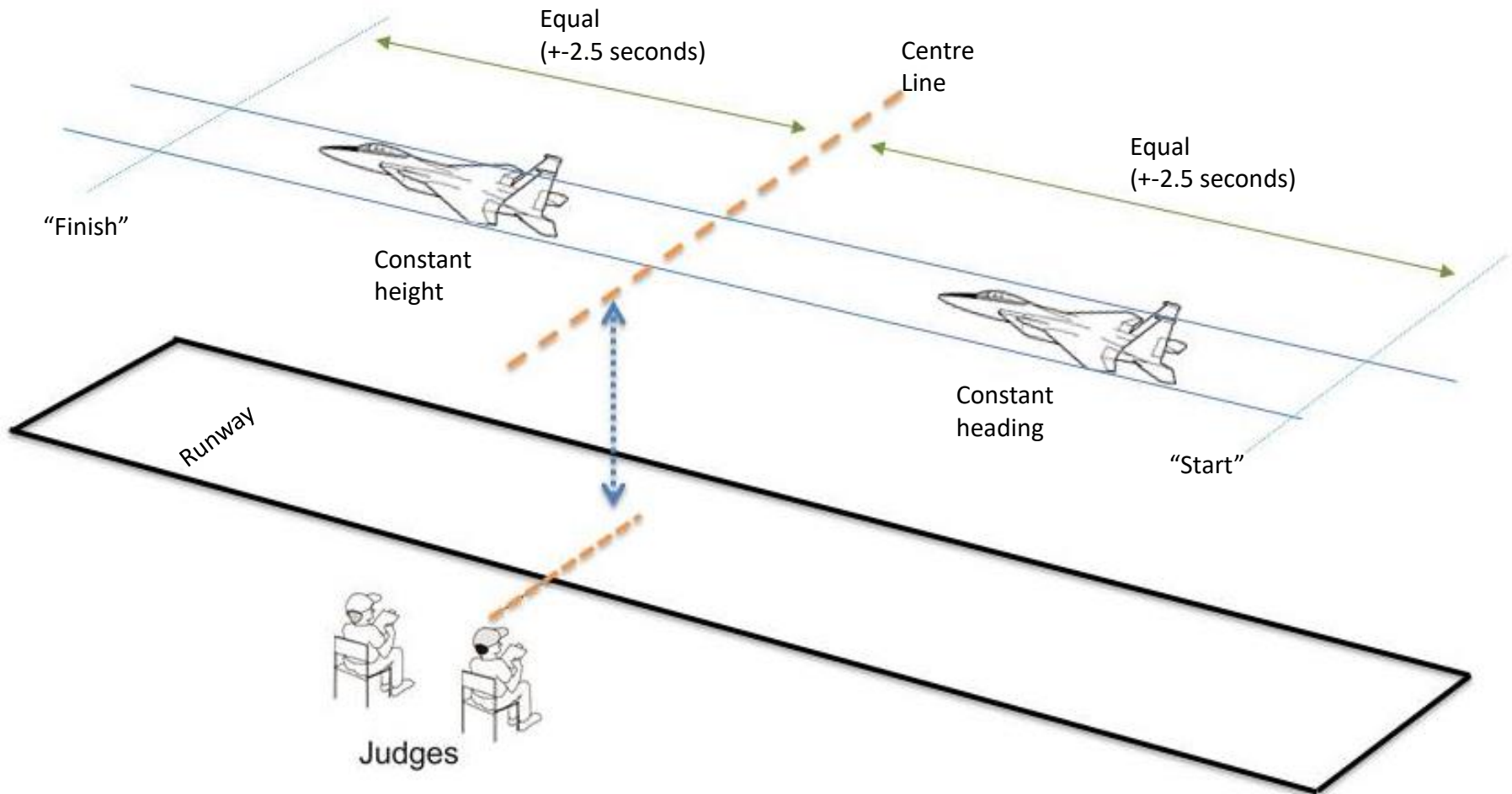
Downgrades: •Model is touched after calling "now" (zero marks). •Model veers off runway direction on take-off. •Acceleration too rapid. •Climb-out track deviates.



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2. Straight & Level Flight – The model approaches in straight and level flight parallel to the runway centreline and at a constant height. The height must be kept constant and straight for a minimum of 5 seconds. The beginning and end of the manoeuvre must be spread in equal lengths on both sides of the centre line in front of the judges.

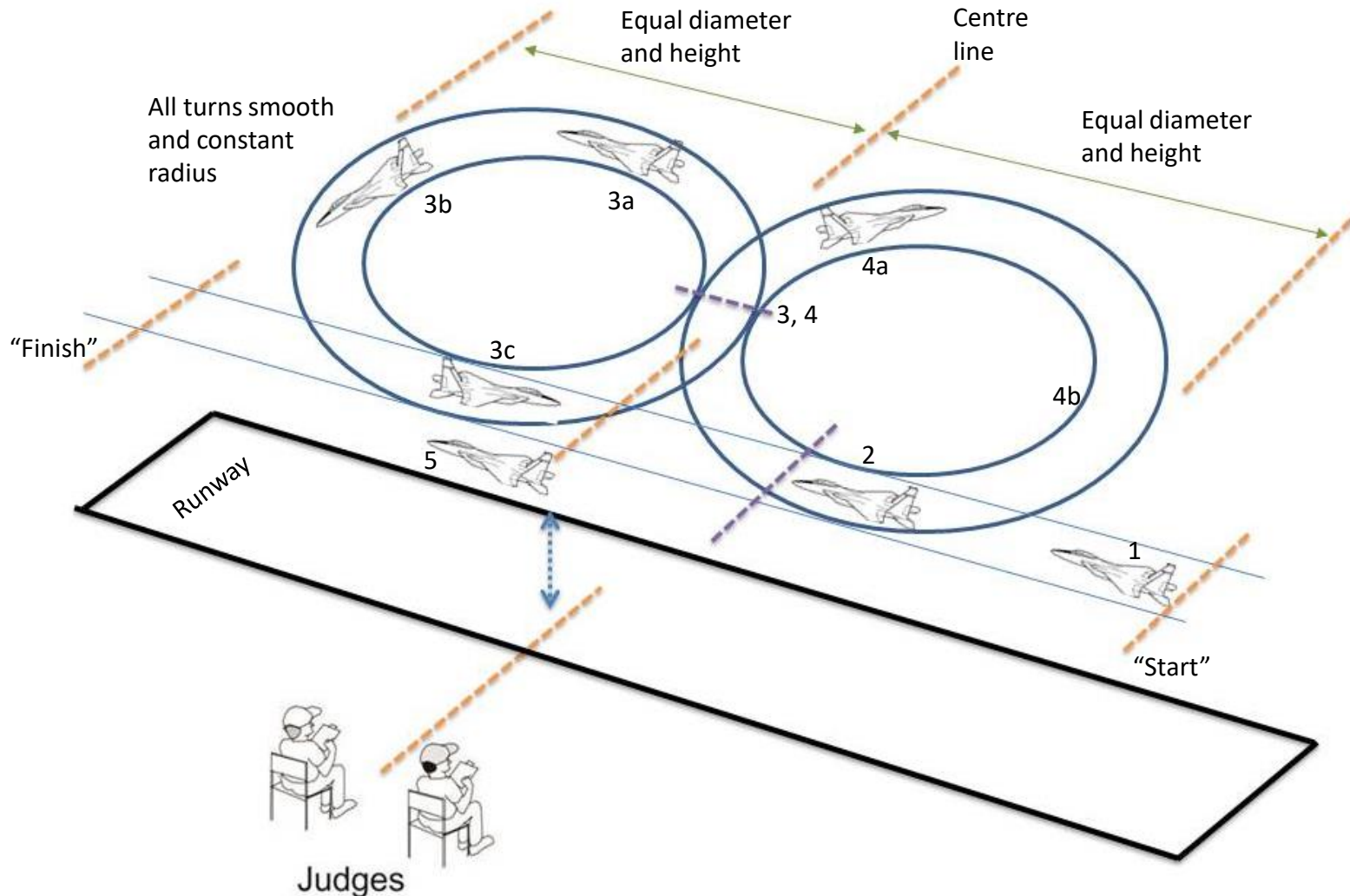
Downgrades: •Constant height not maintained. •Flight level direction not kept for 5 seconds. •Manoeuvre not centred on judges position. •Entry and exit path not parallel with judges line. •Model flight path not smooth and steady. •Manoeuvre too far away, too close, too high or too low.



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3. Horizontal Figure of Eight – The model approaches in straight and level flight. (1), then makes (2) a one-quarter circle turn in a direction away from the judges, followed (3) by a 360 degree circle turn (3a, 3b, 3c) in the opposite direction. This is followed by (4) by a three-quarter-circle turn (4a, 4b) in the same direction as the first turn, completing a figure-of-eight, parallel to the runway centreline and at a constant height. The manoeuvre ends (5) on the same height and heading as the start, and should be centred on the judges centreline.

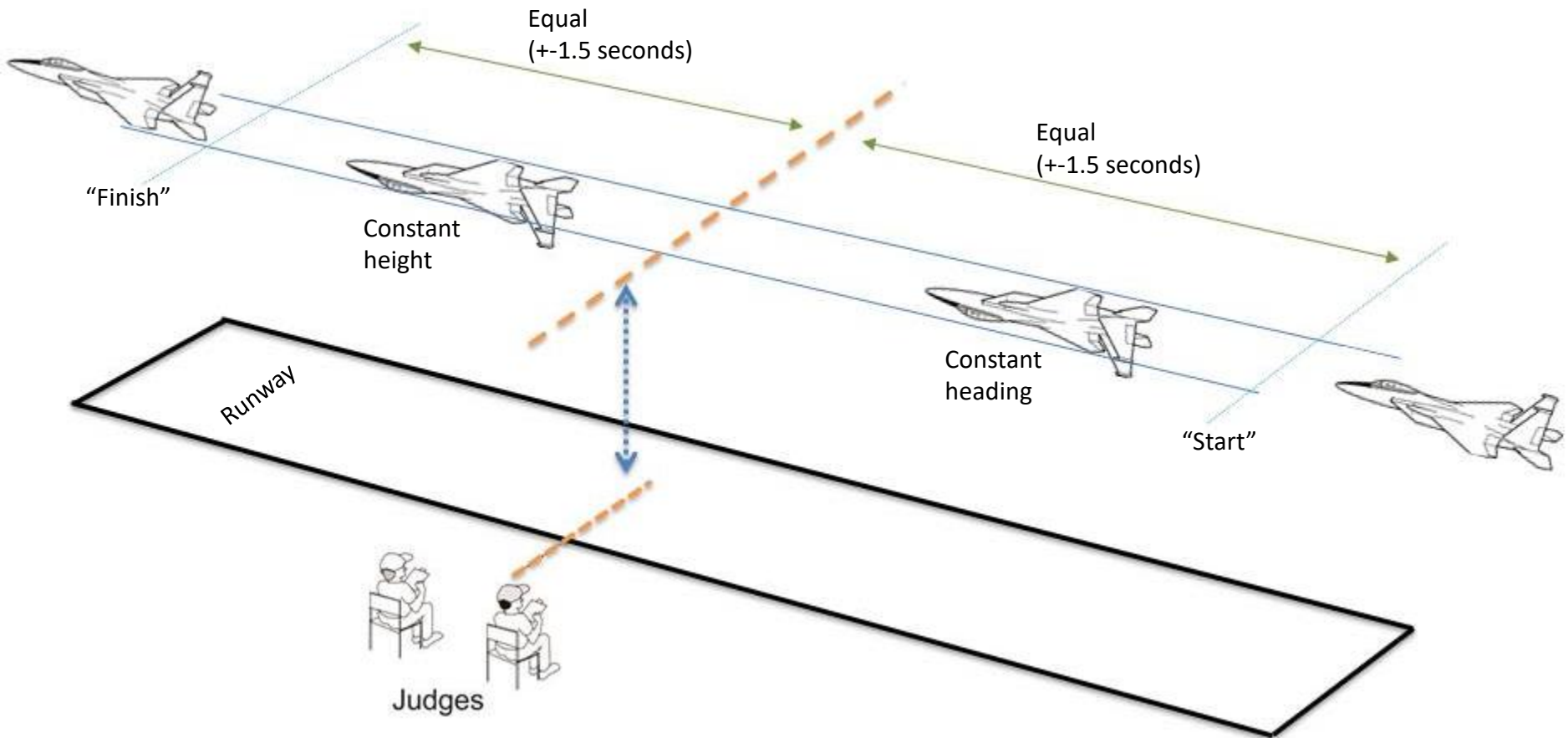
Downgrades: •Entry into first circle not at right angles to original flight path, •Circles are of unequal size, •Circles misshapen, •Constant height not maintained, •Intersection not centred on judges position, •Entry and exit path not parallel with judges line, •Model flight path not smooth and steady, •Manoeuvre too far away, too close, too high or too low.



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4. Inverted Straight and Level flight – The model approaches in straight and level flight parallel to the runway centreline and at a constant height. The model rolls into inverted flight path and flies inverted for a minimum of 3 seconds. The model rolls into an upright flight path. The beginning and end of the manoeuvre must be spread in equal lengths on both sides of the centre line in front of the judges

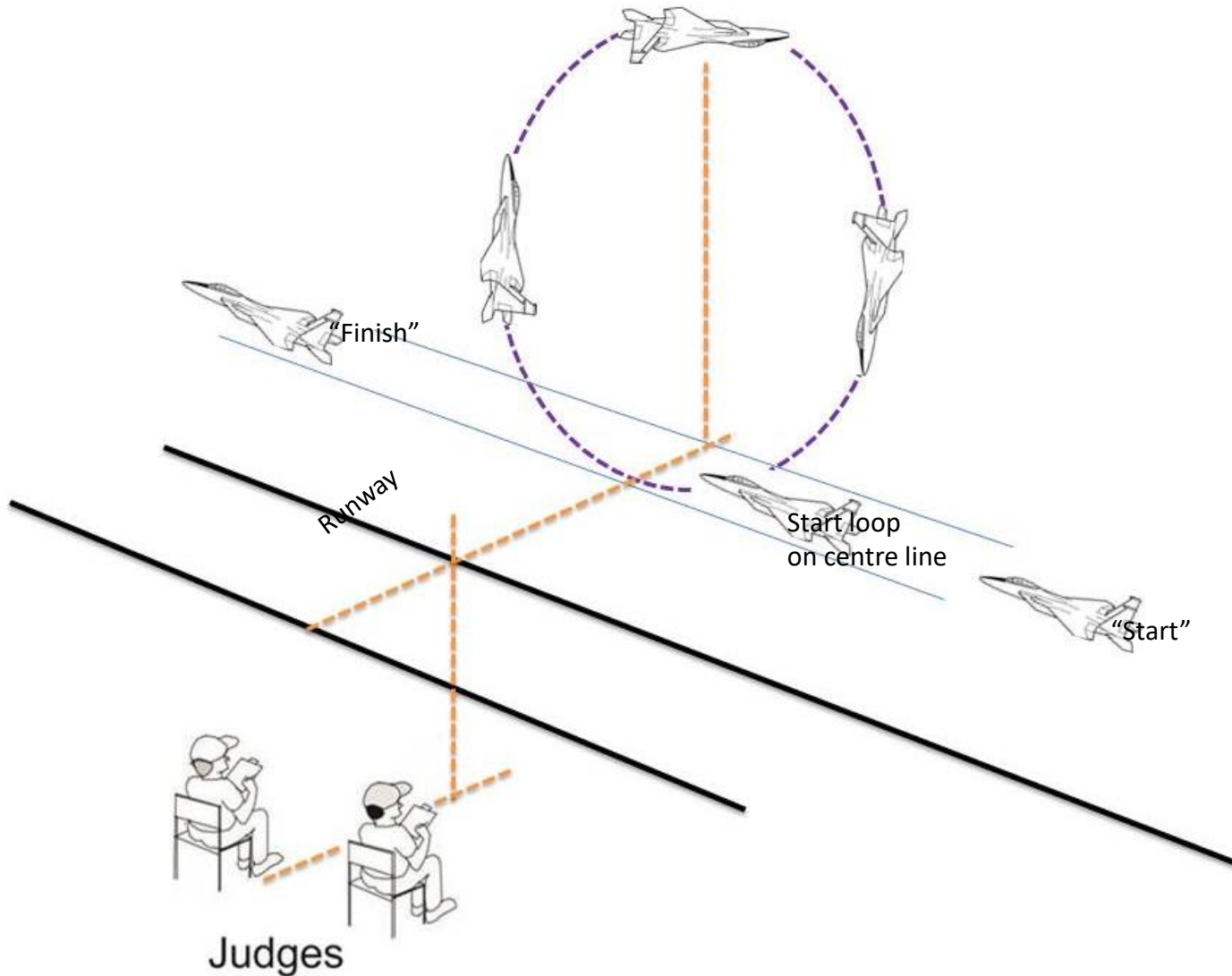
Downgrades: •Constant height not maintained, •Flight level and directions not kept for 3 seconds, •Manoeuvre not centred on judges position, •Entry and exit path not parallel with judges line, •Model flight path not smooth and steady, •Manoeuvre too far away, too close, too high or too low.



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5. One inside Loop – From straight and level flight, parallel to the runway, the model executes a 360 degree circle in a vertical plane, and resumes level flight at the same height as entry, and on the same track and heading as it started.

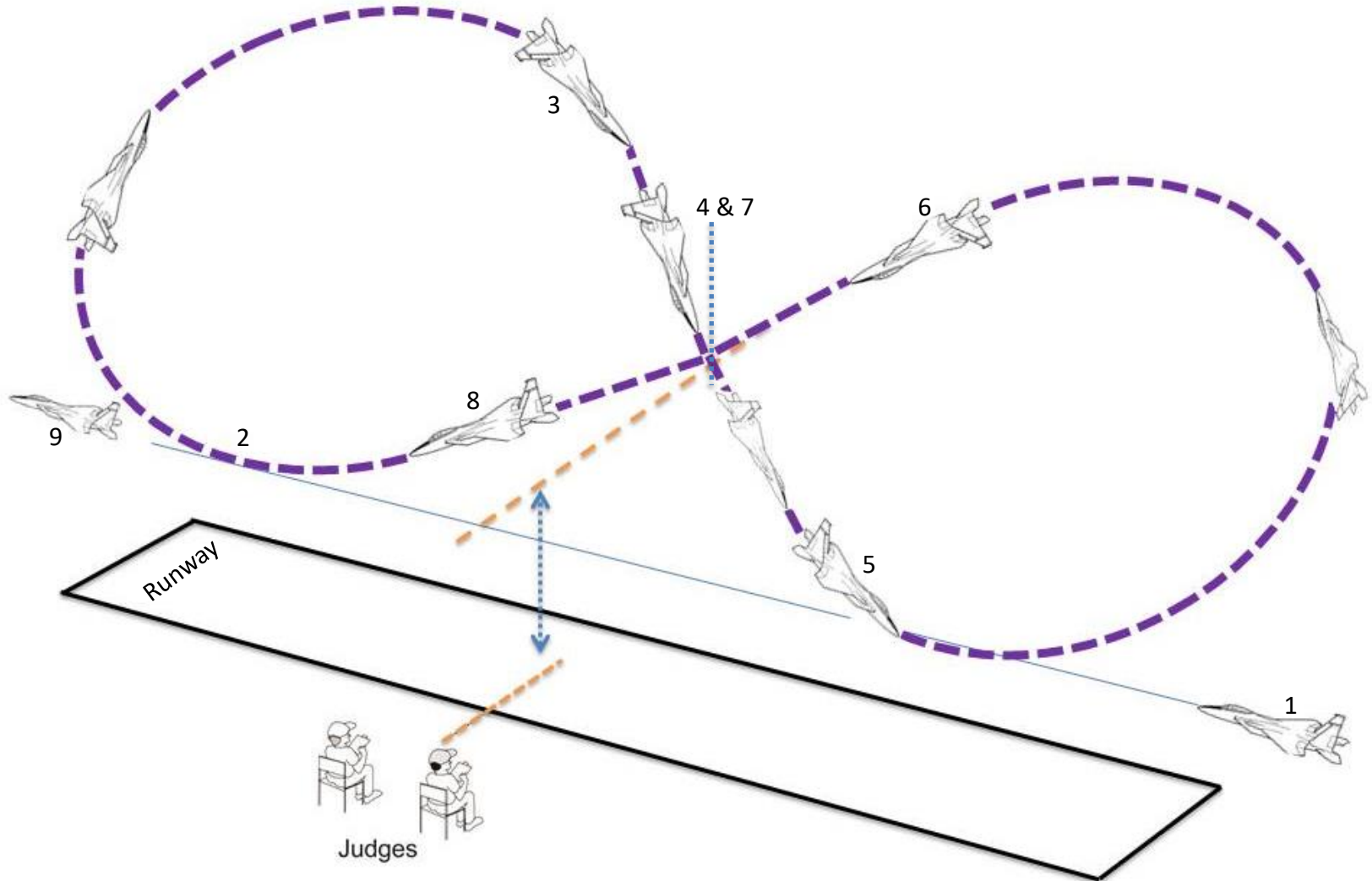
Downgrades: •Plane of loop not vertical, •Manoeuvre not centred on the judges position, •Model does not resume straight and level flight on the same track and height as entry, •Manoeuvre not flown parallel with the judges line, •Manoeuvre too far away, too close, too high or too low.



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6. Cuban Eight – The model approaches parallel to the runway (1). After passing the judges' centreline model pulls up (2) into approximately 5/8ths of an inside loop and continues heading toward (3) at 45 degrees, inverted. The model performs a half roll (4) on the 45-degree downline on the judges' centreline; followed (5) by another approximately 3/4 inside loop to 45-degrees inverted (6). The model then executes a half-roll to normal flight (7) on the judges' centreline, and then recovers (8) to straight and level flight (9) on the same track, heading and height as the start.

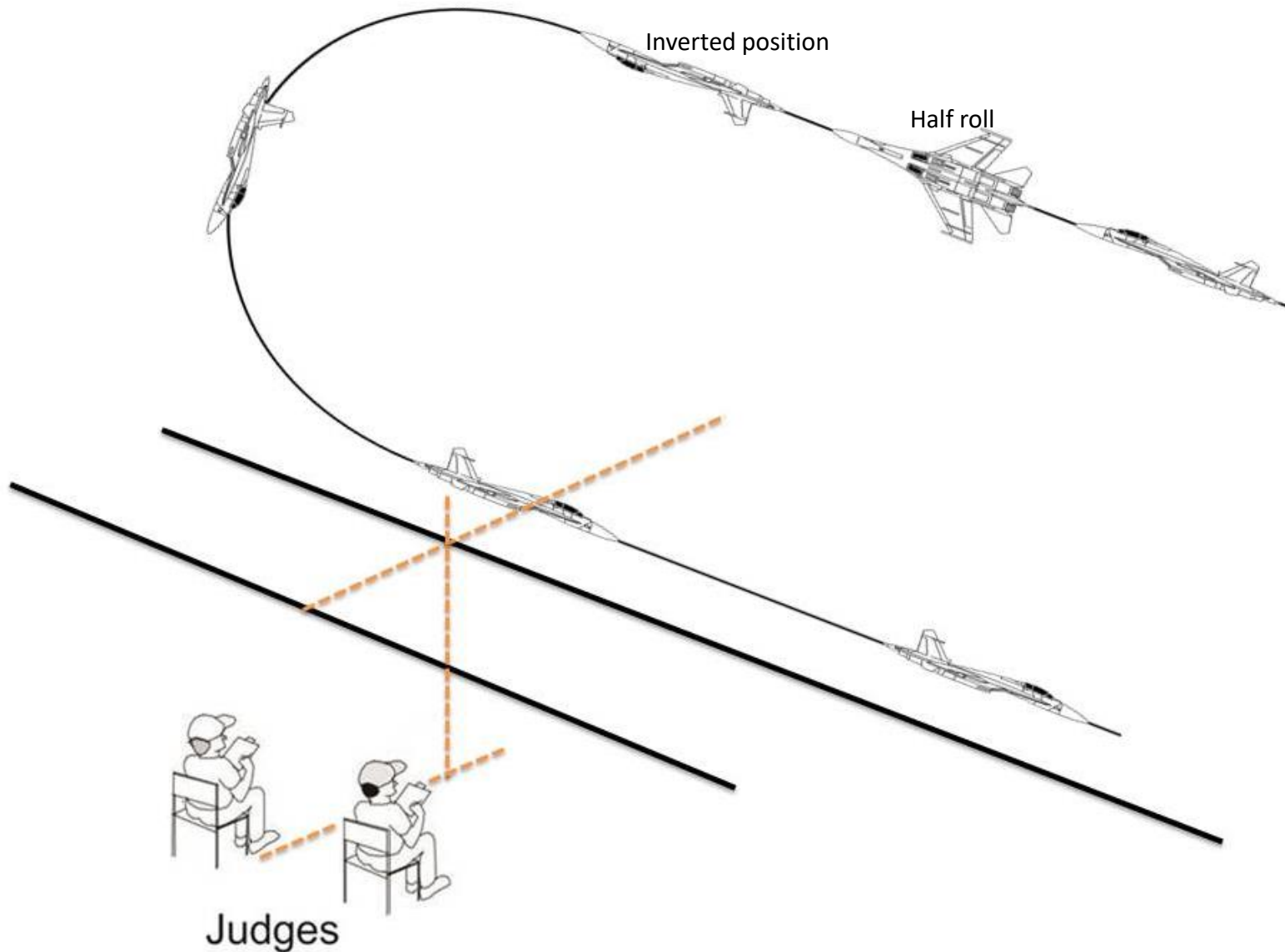
Downgrades: Manoeuvre not performed in a constant vertical plane that is parallel with the judges line, Loops are not the same size, Halfrolls are not centred on judges position, 45 degree descent path not achieved, Model does not exit manoeuvre at same height as entry, Model does not resume straight and level flight on same track as entry, manoeuvre too far away, too close, too high or too low.



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7. Split "S" – The model commences the manoeuvre parallel to the runway, performs a half roll to arrive in the inverted position at the judges' centreline, and then immediately a half inside loop downwards, and resumes normal level flight on a reciprocal track to that at the start.

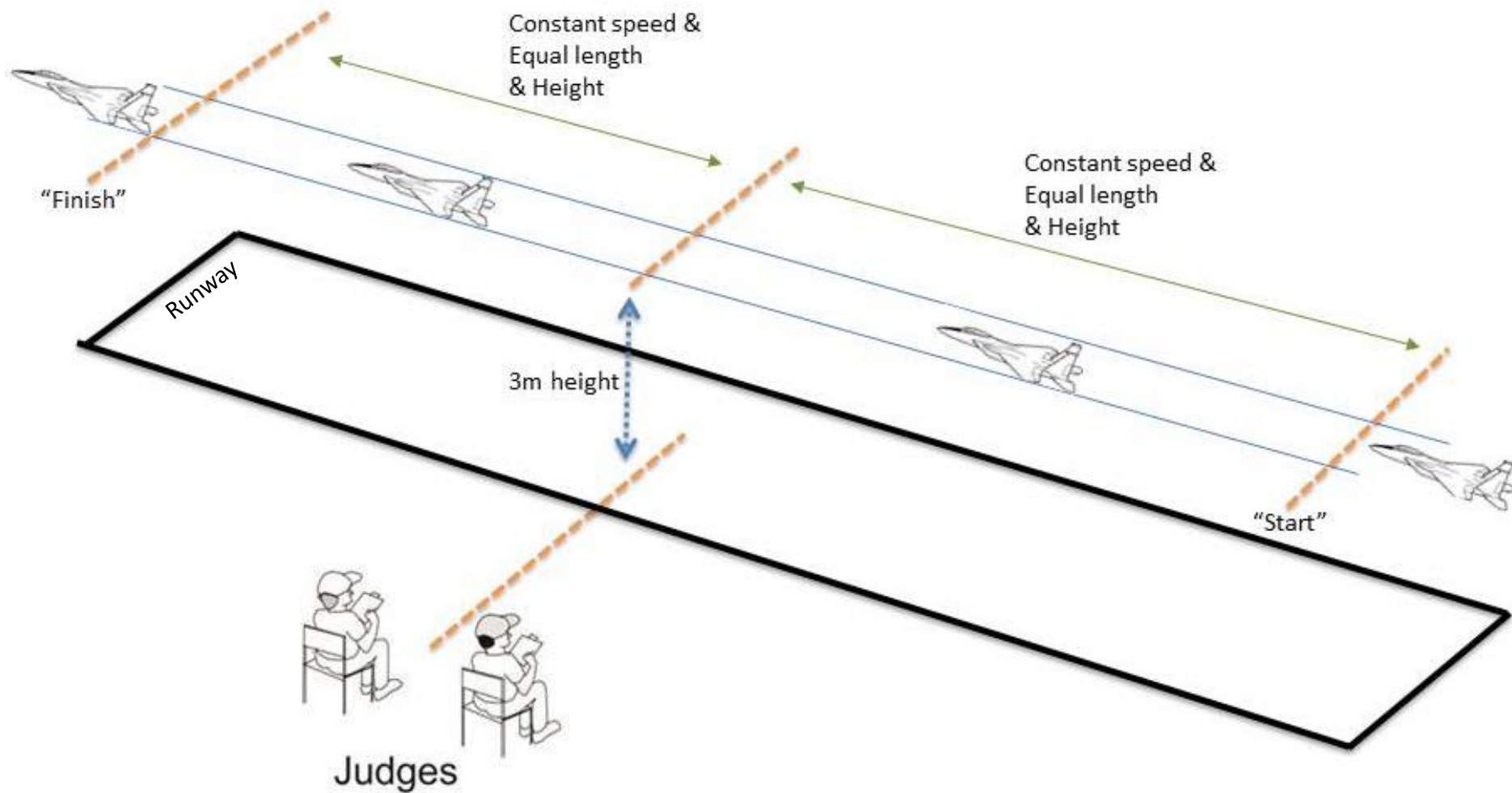
Downgrades: •Roll starts too early or too late, track veers during half roll, •Excessive height loss in the roll, •Model inverted for too long before commencing half loop, •Plane of the half loop not vertical or on line, •Half loop not centred on judges position, •Model does not resume straight and level flight on the opposite track to entry, •Manoeuvre not flown parallel with judges line, •Manoeuvre too far away, too close, too high or too low.



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8. High speed pass in straight and level flight – The model approaches at high speed in straight and level flight parallel to the runway centreline and at a constant height of approximately 3 meters. The height must be constant and straight after the manoeuvre is announced. The manoeuvre must be spread in equal length on both sides of the centre line in front of the judges.

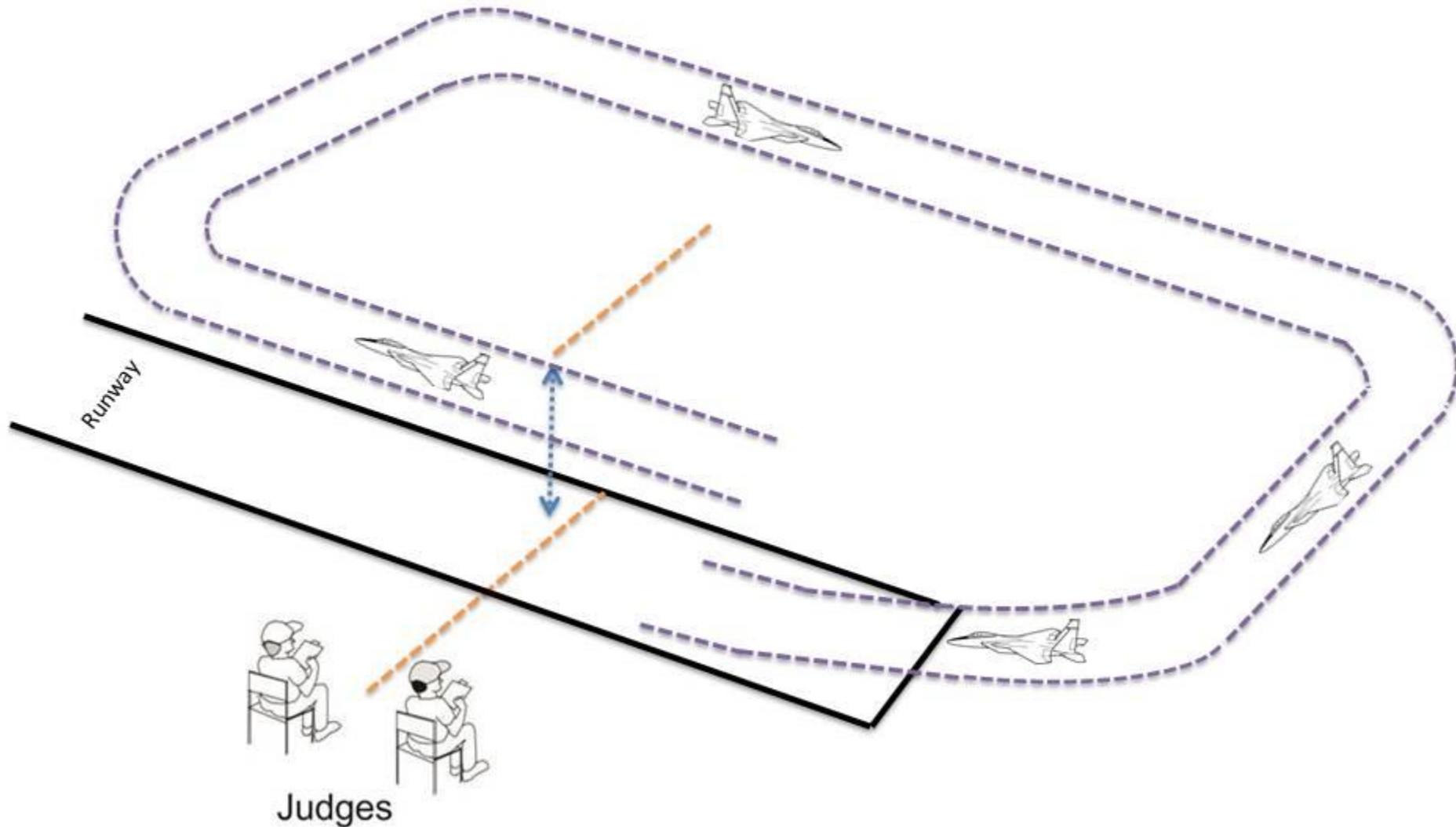
Downgrades: •Constant height not maintained, •Flight level and direction not kept, •Manoeuvre not centred on judges position, •Entry and exit path not parallel with judges line, •Model flight path not smooth and steady, •Manoeuvre too far away, too close, or too high.



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9. Circuit and landing approach – The model shall commence upwind and execute a circuit and landing approach. Landing approach complete when model is 3 meters above the ground on final approach before the runway threshold.

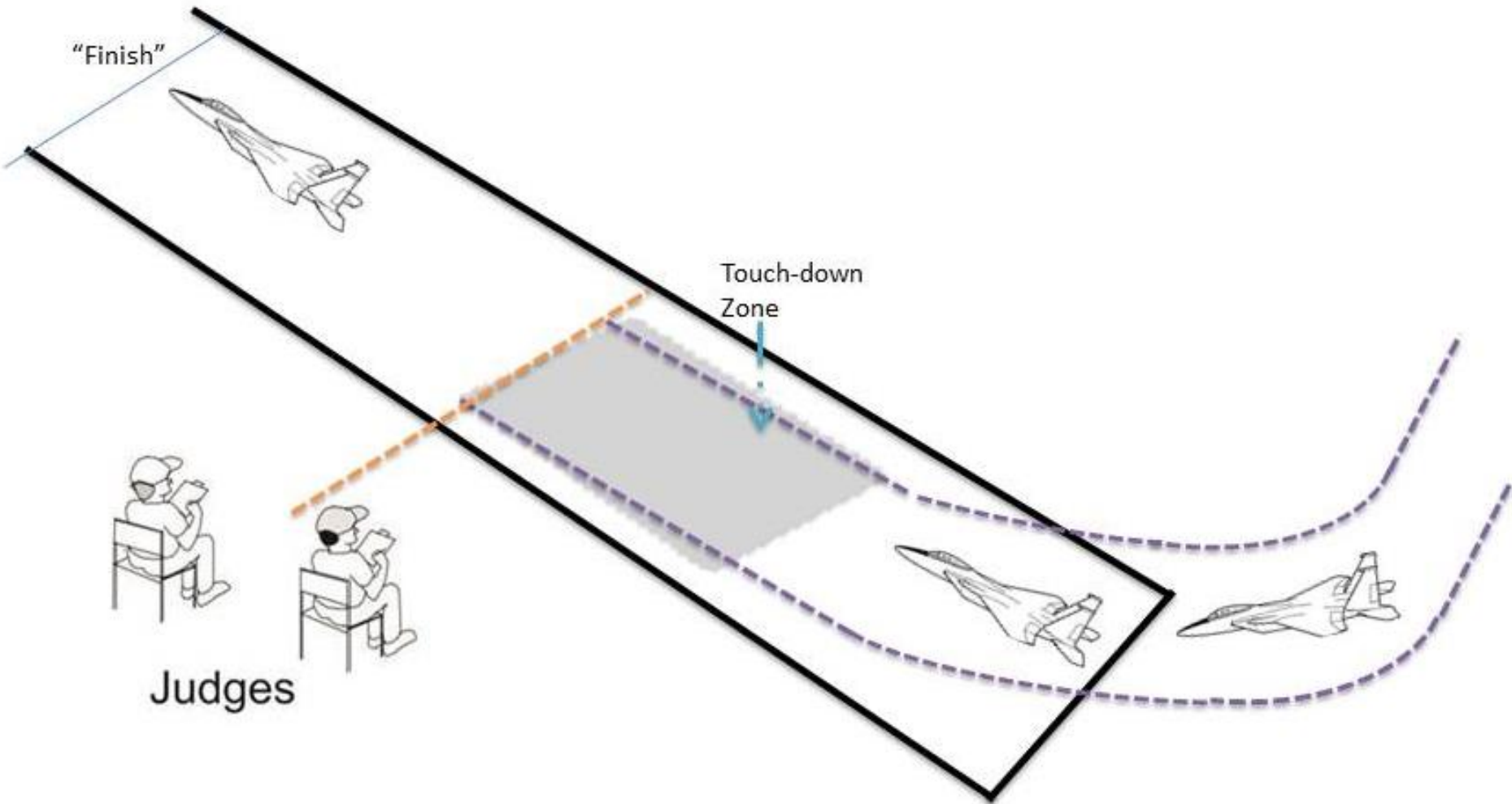
Downgrades: •Manoeuvre does not commence parallel to the runway (on the upwind leg), •Circuit is not centred on the judges line, •Downwind track not parallel to runway axis, •Height changed before appropriate descent point, •Descent not smooth and continuous.



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10. Landing – The Landing will be judged from a height below 3 meters and once the plane crosses the threshold of the runway. The plane must land on the runway before the judges' centreline. When the model has come to a stop, the manoeuvre is complete (and flying time stops).

Downgrades: •Landing descends from below 3 meters not smooth and continuous, •Model bounces on touch down, •Model touches wing tip on the ground during landing, •Landing gear collapses after touch down, •Landing run to full stop not straight, •All landings ending with the model on its back will be regarded as a crash landing and scored zero.



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NOTES

- Please refer to the SAMJA F3S Sporting Code for clarity on competition rules and scoring.
- Pilots are allowed six (6) minutes of starting time and eight (8) minutes of flying time.
- All manoeuvres are centre manoeuvres and must be flown parallel to the runway, or flight line if the latter is not parallel to the runway.
- Manoeuvres to be flown at a distance of between 170 to 200 meters from the runway or flight line.
- Pilots may use any turn around manoeuvre deemed appropriate to remain on the flight line distance.
- Manoeuvres may be flown into wind with a free downwind pass allowed between manoeuvres.
- Manoeuvres may also be flown consecutively (up-wind, down-wind, up-wind)
- All manoeuvres must be announced by calling “now” and on completion “complete”
- Judging of manoeuvres will commence by the judges when announced and judges will stop the scoring of the manoeuvre once announced as complete
- No manoeuvre will be scored if not announced.

