

# D LEVEL - SENIOR ADVANCED

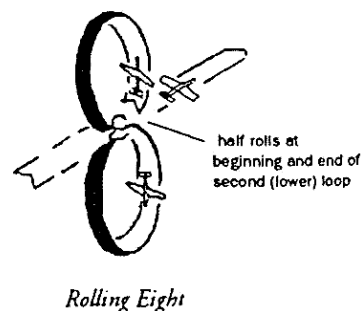
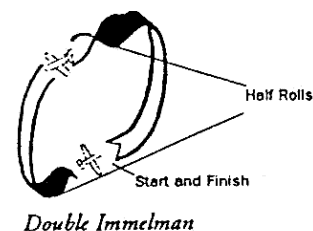
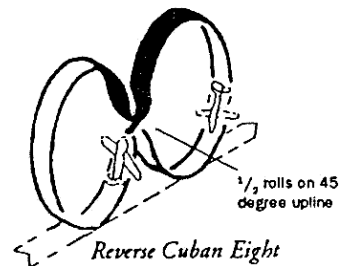
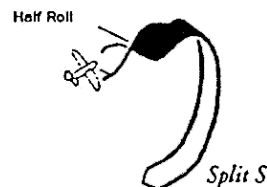
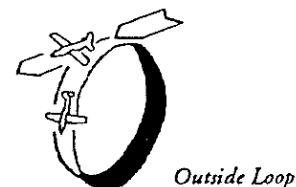
The candidate must demonstrate, on two successive attempts on the same day, his or her ability to:

- 1) Start the engine in the pit area
- 2) Taxi the aircraft to the take-off area, head it into the wind, stop its forward movement in front of the take-off line.
- 3) Take off within the designated runway
- 4) Execute a 360 degree right-hand pattern. The last leg will be flown over the designated runway on the field.

Execute the following maneuvers immediately after completion of item #4 above, and in the order shown:

*Note: Flight direction shown in diagrams may not correspond to proper upwind or downwind direction for maneuver.*

- 5) Downwind: Three consecutive horizontal rolls
- 6) Upwind: One outside loop
- 7) Upwind : Split S
- 8) Downwind: Reverse Cuban Eight
- 9) Upwind: Double Immelman
- 10) Downwind: Rolling Eight
- 11) Upwind: Straight and level inverted flight 200 feet, a 360 degree inverted circle and straight and level inverted flight 200 feet. (not shown)
- 12) Execute a 180 degree, right-hand landing pattern
- 13) Land on the runway and stop under control, with engine running.



The examiner must be able to recognize the maneuvers as those called out by the candidate or the candidate's helper to receive credit for the flight.

Refer to the AMA rule book for a description of the maneuvers.

The position of the maneuvers flown will be decided by the examiner and candidate before the flight starts. Keep out of the sun when possible. Refer to the AMA Rule Book, page 66. (14. Flight Pattern and Maneuvering Area)

If the runway is not clear to land when the candidate reaches position B, (as in Figure 2) the examiner will inform the candidate to remain airborne until the runway is clear, then proceed to point B and resume the landing.