

Model Aircraft :           E145           Model Aircraft LMA Reg. No (checked on aircraft):           1895          Name of Remote Pilot:           Eric Brown           Name of Operator:           Eric Brown          From Flight Test Permit - Number of Test Flights Required:           6           Test Flight Time Required:           1 hour          

	Flight 1	Flight 2
Flight test permit valid	Yes / No	Yes / No
Date of flight / Duration of flight	<i>12 Jan 2023 2 Minutes</i>	<i>13 Jan 2023 6 Minutes</i>
Site location & runway type	<i>Elvington Tarmac</i>	<i>Cosford Grass</i>
Wind direction / strength	<i>North 12 Mph</i>	<i>South 12 Mph</i>
Startup / shutdown and ground handling	<i>No issues with startup or shutdown</i>	<i>No issues with startup or shutdown Ground handling fully controllable</i>
Fixed point hover – signs of flutter or excessive vibration	<i>Excessive vibration in initial hover</i>	<i>Hover Fully controllable, no vibration</i>
Handling characteristics at low speed – left & right hand circuits	<i>Not demonstrated</i>	<i>Fully controllable during all circuits</i>
Controllability during emergency landing procedure	<i>Not demonstrated</i>	<i>Fully controllable during all circuits</i>
Controllability on approach and overshoot in either direction	<i>Not demonstrated</i>	<i>Fully controllable during all approaches and overshoots</i>
Handling characteristics at high speed – signs of flutter or excessive vibration	<i>Not demonstrated</i>	<i>Full power high speed passes, no signs of flutter or vibration</i>
Flight display routine demonstrated	<i>Not demonstrated</i>	<i>Aircraft aerobatic in a scale manner and controllable</i>
Ability to remain within 500m of pilot and applicable height limit.	<i>No issues remaining within limits</i>	<i>No issues remaining within limits</i>
Max. height reached	<i>300ft</i>	<i>1200ft</i>
Flight Logged in aircraft log	Yes / <del>No</del>	Yes / <del>No</del>
Flight successful and pilot handled aircraft competently	Yes / <del>No</del>	Yes / <del>No</del>
Notes	<i>Vibration in hover, blade tracking adjusted post flight</i>	<i>Good flight no issues</i>
Flight Test witness Signature	<i>Fred Bloggs</i>	<i>Brian Walden</i>
Flight Test witness name (Print)	<i>Fred Bloggs</i>	<i>Brian Walden</i>

At the completion of the flight test programme			
Model Aircraft LMA Reg. No.	<i>1895</i>	Flight Test Permit Number	LMA--FTP-- <i>1895</i> -- <i>17032153</i>
Number of Successful Flights	<i>8</i>	Total Flight Time	<i>1 hour 3 minutes</i>
Additional notes or observations from flight tests including C of G changes and any change to MTOM	<i>Aircraft flies well, no changes to Cof G or MTOM</i>		
Controllability and Stability	<p>Is the aircraft controllable and manoeuvrable, within the demonstrated flight envelope?</p> <p>1) At all loading conditions up to MTOM  2) During all phases of flight, including ground phases and configuration changes  3) Free from any unrecoverable divergent stability characteristic in all phases of flight, including ground phases</p> <p>Yes / <del>No</del></p>		
Aeroelasticity	Is the aircraft free from any indications of flutter or excessive vibration? Yes / <del>No</del>		
Operational limitations following flight test	<del>Non Aerobatic</del> / Scale Aerobatic / <del>Fully Aerobatic</del> (delete as applicable) Additional Limitations: <i>None</i>		
Statement	<p>The aircraft has completed the flight test programme and-</p> <p>1) The aircraft and remote pilot have successfully completed the required minimum number of flights and minimum flight time as required on the flight test permit  2) The aircraft meets the minimum requirements of the LMA over 25kg scheme and all parts of the test programme have been successfully completed  3) The remote pilot is sufficiently competent to fly the aircraft</p>		
Flight Test witness Signature	<i>Fred Bloggs</i>	Date	<i>20 Jan 2023</i>
Flight Test witness name (Print)	<i>Fred Bloggs</i>		

## Notes-

- 1) All flights during the flight test period must be recorded on this log, whether they are successful or not.
- 2) The witness of the final flight should also complete and sign page 5. If more than one flight test witness has been involved in the flight test programme, the witness of the final flight should base their assessment on the records of the previous flights they did not witness.