Notes-

1. All flights during the flight test period must be recorded on this log, whether they are successful or not.
2. If the aircraft is damaged and needs an inspected repair, additional test flights will be needed
3. 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
4. Every test flight must be logged in the aircraft log as well as this log form. This form is not a replacement for the aircraft log
5. The full requirements / limitations for flight testing are given in-
   a. The flight test permit for the aircraft
   b. The LMA Over 25kg Design Requirements Subpart B
   c. The LMA handbook, section 3.3
6. The flight test permit must be in the operator's possession and seen before each flight
7. The location of each test flight must be a site approved by the LMA and listed on the LMA website as such
8. If a remote pilot is under 18, the operator must be physically present for every flight
9. If the aircraft is over 80kg, at least one test flight must be witnessed by a Senior Inspector
10. Before the first flight, a 360 degree range test must be carried out with all engine(s) running and the failsafe tested by turning off the transmitter with the engine(s) running
11. Flight time means the total time from the moment an aircraft first moves for the purpose of taking off until the moment the aircraft finally comes to rest at the end of the flight. The ground portion of flight test flight time would not be expected to exceed 10% of the total flight test flight time
12. The takeoff and landing distances to and from an altitude of 20m are to determine the length and type of runway needed and the clear space each end of the runway needed when assessing whether a 'tight' site surrounded with trees or obstacles up to 20m high is suitable for the aircraft
13. The demonstration of stall without power is engine to idle and slow the aircraft until it stalls, both clean and with the aircraft in takeoff and landing configurations. If the aircraft has the potential to develop an irrecoverable deep stall, recovery should start at the first signs of stall, the intent is not to force a deep stall and crash
14. The demonstration of stall with power is aimed to replicate and recognise a potential stall on go-around, where the aircraft is flying slowly in landing configuration then full power applied and the aircraft rapidly pitched up while flying straight ahead to avoid an obstruction on the runway. Some aircraft may have sufficient power to not stall in this case, which should be recorded
15. If gyro stabilisation equipment if fitted, at least one complete flight must be carried out with stabilisation turned off and three complete flights with the stabilisation turned on
16. Once the flight test programme is completed, please return pages 2-6 of this form (and any additional pages of flights if used) to chief-inspector@largemodelassociation.com
17. When the flight test programme has been completed, you can continue to fly the aircraft under the flight test permit until the permit to fly is issued. Every flight in that period must be in the presence of an LMA flight test witness who countersigns the flight in the aircraft log
18. Where flight testing is carried out at a flying site that has been granted an LMA permission for routine flight above 400ft in accordance with Article 16 section 4.7, test flights may be carried out up to the maximum permitted height above the ground at that site, the full rules are in the LMA Handbook section 3.3.1, subject to the following conditions-
    a. The first flight of the flight test programme must be limited to a maximum height above ground level of-
       i. For powered aircraft and powered gliders, 400ft
       ii. For unpowered gliders, 1000ft (or the maximum permitted height if less than 1000ft)
    b. Provided the first flight is successful and there are no performance, handling or other issues that could increase the risk of flying over 400ft, the aircraft may be flown up to the maximum permitted height for that location during subsequent test flights

 Flight Test Log for Fixed Wing Model Aircraft Over 25kg Iss. 9 12 Jan 2026

Model Aircraft : Spitfire Model Aircraft LMA Reg. No (checked on aircraft).: 1923

Pilot Name & LMA No: Fred Bloggs 4876 Operator Name & LMA No: Sid Smith 3487

From Flight Test Permit - Number of Test Flights Required: 6 Test Flight Time Required: 1 hour

	Flight 1	Flight 2
Flight test permit valid and seen	Yes / ~~No~~	Yes / ~~No~~
Range test & failsafe check done	Yes / ~~No~~	~~Yes~~ / No
Date of flight / Duration of flight	12 Jan 26 / 12 mins	12 Jan 26 / 11 mins
Site location, runway type & runway direction	Elvington, tarmac, east/west	Elvington, tarmac, east/west
Wind direction / strength & crosswind in degrees (max. 90)	North East, 10mph, 45 degrees	North North East, 10mph, 60 degrees
Startup / shutdown and ground handling	No issues with startup or shutdown . Left wheel binding	No issues with startup or shutdown Ground handling fully controlable
Crosswind takeoff / landing demonstrated	45 degree crosswind, handled with no issue	60 degree crosswind, handled with no issue
Distance to Takeoff & climb to 20m altitude Distance to Descend from 20m altitude & stop on runway	Runway distance to lift off- 30 m Climb distance along ground- 30 m Descent distance along ground- 40 m Runway distance to stop- 40 m	Runway distance to lift off- 20 m Climb distance along ground- 30 m Descent distance along ground- 40 m Runway distance to stop- 40 m
Handling characteristics at slow speed	Fully controllable at approach speed	Slow circuit and pass, fully controllable
Demonstration of stall characteristics – without power	Not demonstrated	Gentle stall with nose drop straight ahead, easy recovery
Demonstration of stall characteristics – with power	Not demonstrated	Climbed awau under full control, no sign of stall
Controllability on approach and overshoot	Fully controllable during approach	Fully controllable during approach and during overshoot config. changes
Handling characteristics at high speed – signs of flutter	Not demonstrated	Full power high speed passes, no signs of flutter
Flight display routine demonstrated	Not demonstrated	Aircraft fully aerobatic and controllable in scale manner
Gyro stabilisation operational Gyro safe in all flight phases	~~Yes~~ / No / ~~NA~~	Yes / ~~No / NA~~ Gain reduced on all axes
Ability to remain within 500m of pilot and applicable height limit.	No issues remaining within limits	No issues remaining within limits
Max. height reached	400 feet	1000 feet
Flight Logged in aircraft log	Yes / ~~No~~	Yes / ~~No~~
Flight successful and pilot handled aircraft competently	Yes / ~~No~~	Yes / ~~No~~
Notes	Good first flight	
Flight Test witness Signature	Gordon G	Gordon G
Flight Test witness name and LMA Number (Print)	Gordon Gekko 3378	Gordon Gekko 3378

 Flight Test Log for Fixed Wing Model Aircraft Over 25kg Iss. 9 12 Jan 2026

Model Aircraft LMA Reg. No.: 1923 Pilot Name & LMA No: Fred Bloggs 4876

	Flight 3	Flight 4
Flight test permit valid and seen	Yes / ~~No~~	Yes / ~~No~~
Range test & failsafe check done	~~Yes~~ / No	~~Yes~~ / No
Date of flight / Duration of flight	14 Jan 26 / 12 mins	14 Jan 26 / 12 mins
Site location, runway type & runway direction	Baldock, short grass, north/south	Baldock, short grass, north/south
Wind direction / strength & crosswind in degrees (max. 90)	East, 15mph, 90 degrees	East, 15mph, 90 degrees
Startup / shutdown and ground handling	No issues with startup or shutdown Ground handling fully controlable	No issues with startup or shutdown Ground handling fully controlable
Crosswind takeoff / landing demonstrated	90 degree crosswind, handled with no issue	90 degree crosswind, handled with no issue
Distance to Takeoff & climb to 20m altitude Distance to Descend from 20m altitude & stop on runway	Runway distance to lift off- 20 m Climb distance along ground- 30 m Descent distance along ground- 40 m Runway distance to stop- 40 m	Runway distance to lift off- 20 m Climb distance along ground- 30 m Descent distance along ground- 40 m Runway distance to stop- 40 m
Handling characteristics at slow speed	Fully controllable on approach	Slow circuit and pass, fully controllable
Demonstration of stall characteristics – without power	Not Demonstrated	Not Demonstrated
Demonstration of stall characteristics – with power	Not Demonstrated	Not Demonstrated
Controllability on approach and overshoot	Fully controllable on approach and overshoot	Fully controllable on approach
Handling characteristics at high speed – signs of flutter	No signs of flutter	Full power high speed passes, no signs of flutter
Flight display routine demonstrated	Aircraft fully aerobatic and controllable in scale manner	Aircraft fully aerobatic and controllable in scale manner
Gyro stabilisation operational Gyro safe in all flight phases	Yes / ~~No / NA~~ Yes, no issues	Yes / ~~No / NA~~ Yes, no issues
Ability to remain within 500m of pilot and applicable height limit.	No issues remaining within limits	No issues remaining within limits
Max. height reached	1300 feet	1200 feet
Flight Logged in aircraft log	Yes / ~~No~~	Yes / ~~No~~
Flight successful and pilot handled aircraft competently	Yes / ~~No~~	Yes / ~~No~~
Notes		
Flight Test witness Signature	Polly xx	Polly xx
Flight Test witness name and LMA Number (Print)	Polly Styrene 1279	Polly Styrene 1279

At the completion of the flight test programme			
Model Aircraft LMA Reg. No.	Spitfire 1923	Flight Test Permit Number	LMA--FlightTest-- 1923 120456
Operator Name & LMA No.	Sid Smith 3487	Pilot Name & LMA No.	Fred Bloggs 4876
Number of Successful Flights	6	Total Flight Time	1 hour 3 minutes
Additional notes or observations from flight tests including C of G changes and any change to MTOM	Gyro tuning carried out, no other changes		
Takeoff & Landing Performance	Runway type approved (delete as applicable) : Tarmac / Short Grass / ~~Long Grass / Water~~ The runway and clear distance required for- take off and initial climb to 20m altitude: Runway 20 m / Climb 30 m descent from 20m altitude, land and come to a stop: Descent 40 m / Runway 40 m		
Controllability and Stability	Is the aircraft controllable and manoeuvrable, within the demonstrated flight envelope? 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 Yes / ~~No~~ (delete as applicable)		
Aeroelasticity	Is the aircraft free from any indications of flutter or control reversal? Yes / ~~No~~ (delete as applicable)		
Operational limitations following flight test	~~Non Aerobatic~~ / Scale Aerobatic / ~~Fully Aerobatic~~ (delete as applicable) Additional Limitations: None		
Statement	The aircraft has completed the flight test programme and- 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		
Flight Test witness Signature	Polly xx	Date	14 Jan 2026
Flight Test witness name and LMA Number (Print)	Polly Styrene 1279		