M.A.A.A. FLIGHT PROFICIENCY SCHEME

FLIGHT REQUIREMENTS & TEST CHECK SHEET

FIXED WING POWERED – BRONZE WINGS

This Test is to be assessed by an M.A.A.A. Fixed Wing (Power) Instructor or State Senior Instructor.

The requirements specified have been determined by the M.A.A.A. and are not to be varied

Bronze Wings (Power) are awarded when a member demonstrates, in the course of one session that he/she has the competent basic skills as set out in the tasks listed below.

This is to certify that ……..…… AUS …….

Of …… …… P/Code …….

Club …… **Note address on back of form if wings to be sent to Club**

Has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the M.A.A.A. Bronze Wings (Power).

……	……..……	……..……	……..
Signature	M.A.A.A. Instructor's Name (BLOCK LETTERS)	AUS No.	Date

At the successful completion of the test this form shall be completed by the Instructor and sent to the State Association. **Note; Wings will be sent to Pilot unless Club address in noted on back of this sheet.**

1. **DEXTERITY** ☐
   Pilot must be able to locate all the transmitter controls quickly without fumbling.

2. **THEORY** ☐
   Pilot must be able to name all major components of the aircraft and define functions including effect of controls and have a thorough knowledge of safety rules and regulations.

3. **AIRFRAME & PRE-FLIGHT CHECK** ☐
   Check engine mounting, plumbing, centre of gravity location, throttle setting, under-carriage secure, and signs of structural or covering problems that could effect flight eg. Controls neutral and control throws correct, presence of warps which could effect trim, state of battery and range check.

4. **TAKE OFF** : ☐
   Use gradual application of power while keeping the aircraft straight, and using a little elevator to lift off, then making a gentle climb out with wings level until safe altitude is reached.

5. **TRIMMING** ☐
   Pilot to show ability to trim aircraft in flight. Displacement and re-trimming both the primary roll control and elevator should be demonstrated.

6. **PROCEDURE TURNS** – One in each direction: ☐
   The pilot's ability to perform the following steps in the procedure turn will be monitored.
   a. Level flight segments should be straight and level.
   b. Aircraft should pass directly over the landing area.
   c. Turns should be at a constant altitude.
   d. Turns should be completed in order that upwind and downwind tracks are superimposed.

7. **LANDING CIRCUITS** : ☐
   In both directions, as shown in the diagram in the M.A.A.A. Pilot Log Book, with all turns of 90 degrees. With high performance aircraft the power needs to be reduced much sooner than at the turn onto base leg. The upwind and downwind legs are parallel to the landing strip. The first three legs are maintained at a constant height and a gradual approach angle is started at the beginning of the base leg.

8. **APPROACH & LANDING** : ☐
   With engine assisted landings (approximately 1/4 power or suitable power setting depending on the model set-up allowing the model to descend under power) control nose attitude and therefore airspeed with elevators and use the throttle to place the aircraft where you want it to be. The aircraft should be flown over the threshold at an altitude of about 1.5 metres, the throttle closed, and as the aircraft settles towards the ground the round-out or flare is initiated. The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.

9. **SIMULATED DEAD STICK LANDING** : ☐
   At a safe and high position the student will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.