

BRONZE Schedule

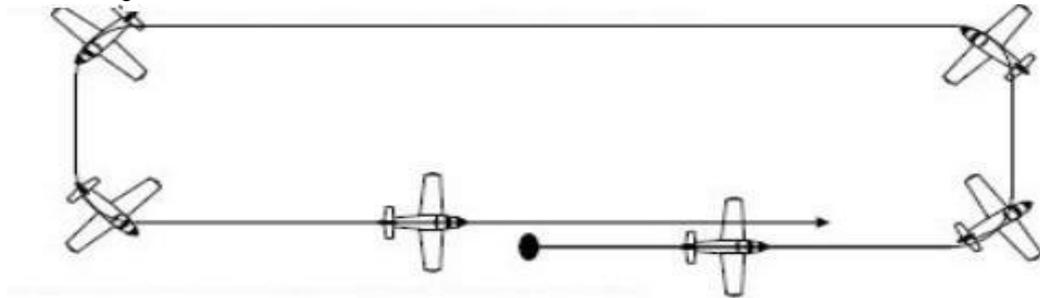
This test is conducted at club level, by 1 club examiner, and comprises the following:

1. Carry out pre-start-up checks.
2. Start engine.
3. Carry out pre-take-off checks.

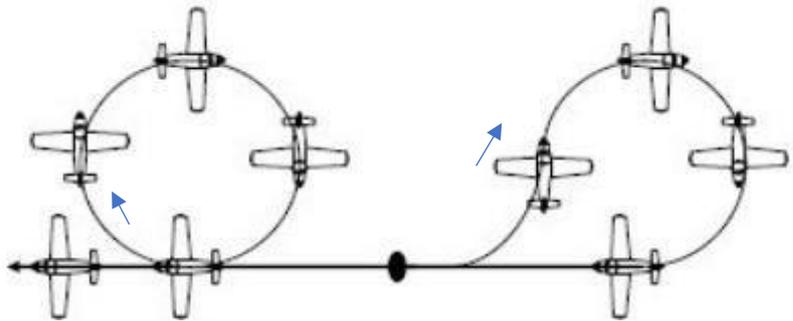
Note

Circuits shown for wind direction right to left the circuit will reverse for wind direction left to right

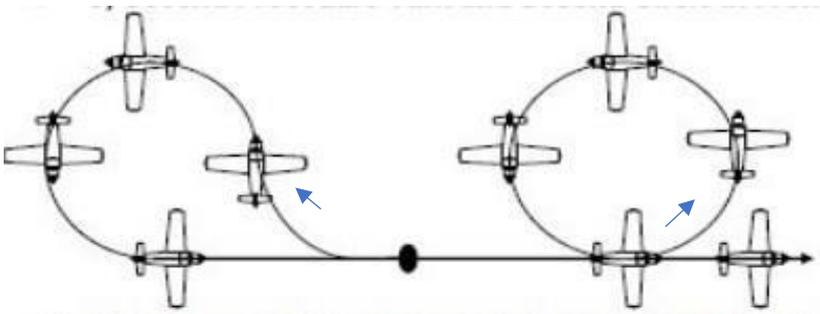
4. Take off and complete a right (or left) hand circuit and then overfly the take-off area at a height of around 50 feet



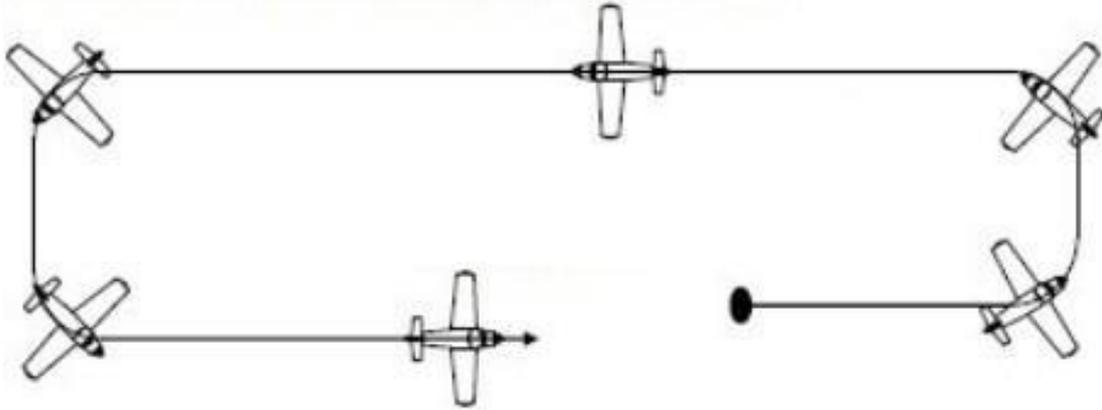
5. Then fly a procedure turn. Followed by a left (or right) hand circle beginning and ending over the take-off area and fly a procedure turn. Circle to be performed on the safe side of the strip with the pilot on the outside of the circle.



6. Complete another procedure turn and then fly a right (or left) hand circle beginning and ending over the take-off area. Circle to be performed on the safe side of the strip with the pilot on the outside of the circle.



7. Fly a rectangular circuit and landing approach.



8. Land, (wheels to touch within a pre-set area as designated by the examiner), preferably with engine running.
9. Provided the previous items have been completed satisfactorily, the candidate will be asked to carry out a further take-off and circuit, during which the examiner will ask for the throttle to be closed and the model landed safely on the runway without re-opening the throttle.
10. Remove model and equipment from take-off / landing area.
11. The applicant must answer satisfactorily two questions on the SAA Safety Code and Recommended Procedures.
12. The above schedule must be completed within one flight at which two attempts will be permitted at the same session.

Requirements

- a). Take-off and circuit: The take-off run should be smooth and straight. If the aircraft swings badly, the throttle should be closed and the aircraft brought back to start again. Rotation should be smooth and the climb-out at a gentle angle. The circuit may be rectangular or race-track.
- b). Procedure turn: This consists of a 90° turn away from the flight line followed by a 270° turn in the opposite direction to bring the aircraft back downwind on the manoeuvring line. All parts should have the same radius and the aircraft should be continuously banked, rolling through to the opposite bank without hesitation and with no straight sections once the turn has started until lined up for the next manoeuvre.
- c). Circles: Should be round, level, at the same height and the same size as each other.
- d). Rectangular Circuit: The aircraft should perform matching corners and straight legs at circuit height until lined up for final approach. Downwind legs should be well clear of objects and persons. When the let-down for final approach is commenced, loss of height should be progressive and without bumps.
- e). Final Approach and Landing: Should be carried out in the full-size manner with the aircraft level or nose up. Wing drag must be used to reduce speed. A shallow dive which happens to coincide with the strip is not acceptable. If any uncertainty arises about the landing it should be aborted. A controlled go-around is preferable to an untidy arrival. The landing should be on the same part of the strip as the take-off