

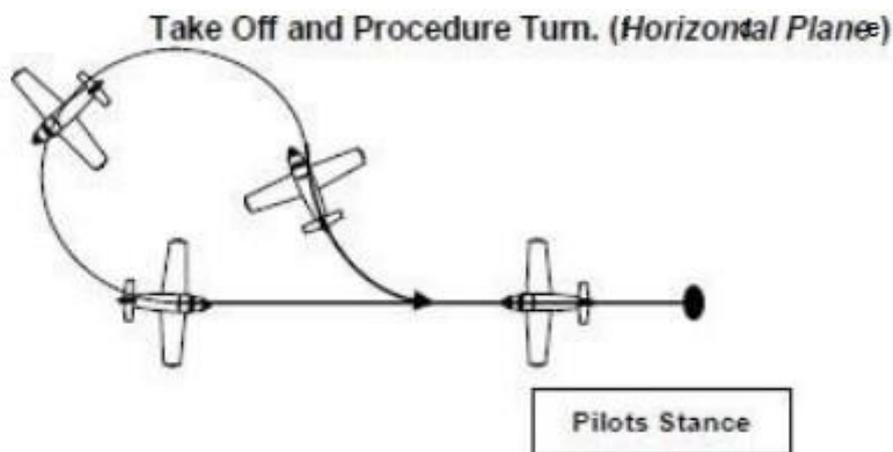
SILVER Schedule

This Certificate must be applied for at SAA Level. One of the examiners may be from the same club as the candidate i.e. both pay their dues to the SAA through the same club, but the other examiner must come from a different club i.e. not pay his dues to the SAA through the same club as the candidate. The test comprises the following:

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

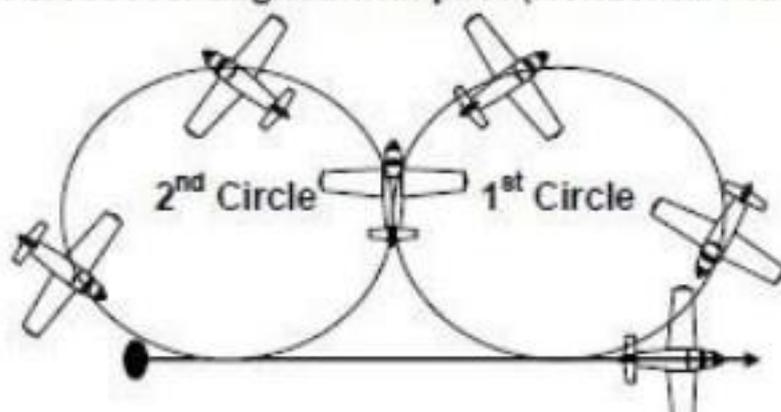
The following is shown for wind direction left to right if the wind is from right to left the direction of the schedule will be reversed

4. Take off, and complete a procedure turn onto the downwind leg for the first manoeuvre.



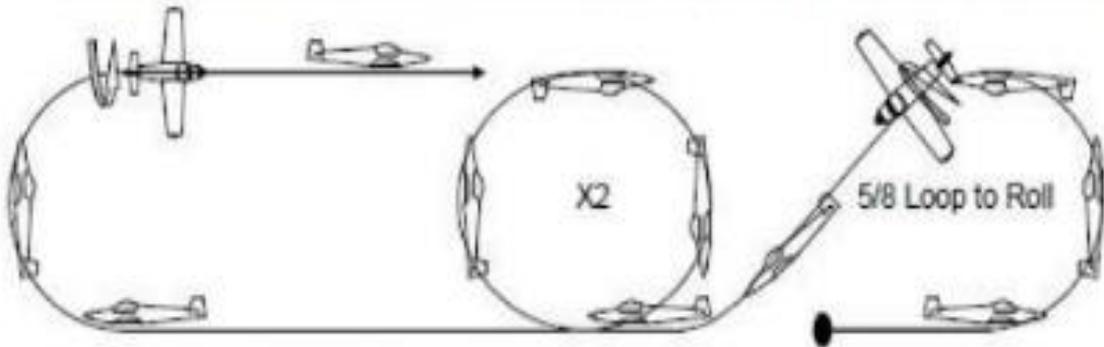
5. Fly a flat Figure of Eight course with crossover point aligned with the pilot.

Figure Eight with crossover aligned with pilot (Horizontal Plane)



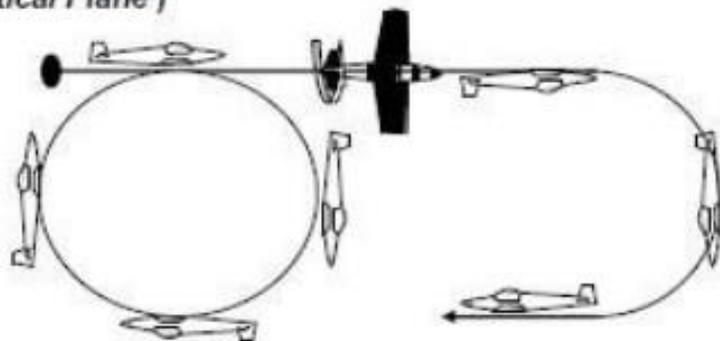
6. At downwind end of strip complete a half Cuban Eight.
7. Fly into wind and complete two inside loops aligned with the pilot.
8. At upwind end of strip complete an Immelman turn.

½ Cuban 8 followed by TWO Inside Loops and Immelman Turn (Vertical Plane)



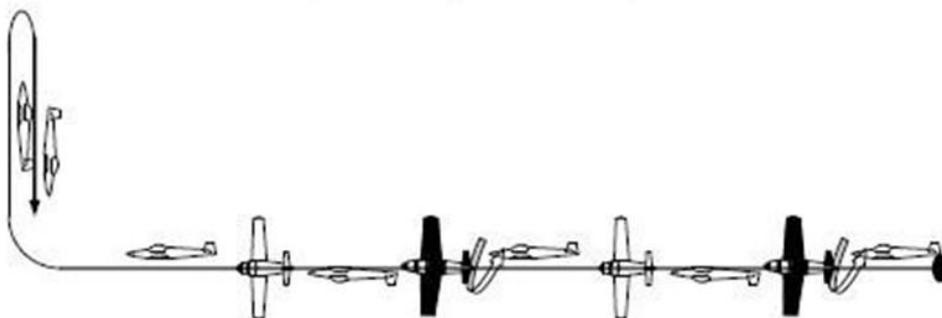
9. Fly downwind and complete one outside loop downwards from upright and aligned with the pilot
10. At downwind end of strip complete a Split S (Half roll followed by a half inside loop.)

Outside Loop, Split S (Vertical Plane)



11. Fly two consecutive rolls upwind centred on the pilot.
12. At upwind end of strip carry out a stall turn.

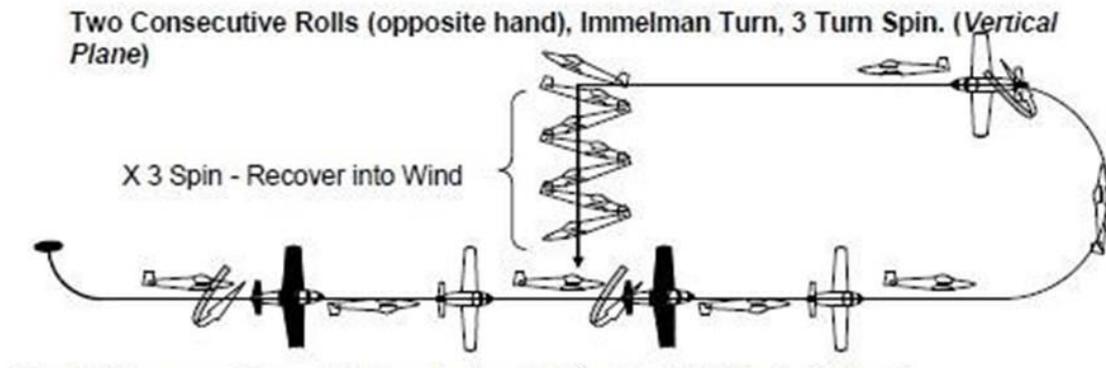
Two Consecutive Rolls, Stall Turn (Vertical Plane)



13. Fly two consecutive rolls, of the opposite hand, downwind.

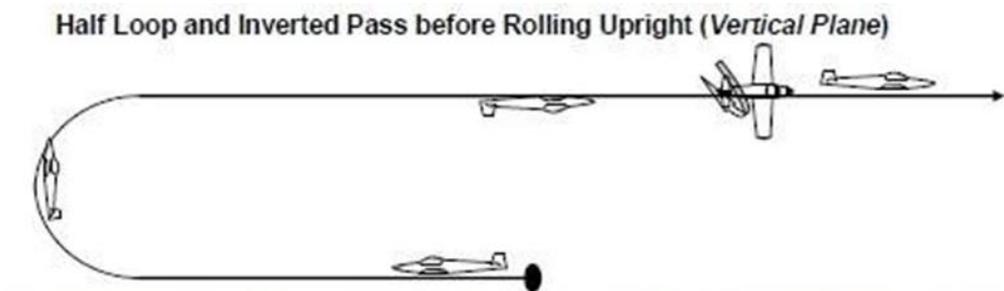
14. At downwind end of strip complete an Immelman turn

15. Fly into wind and carry out a three-turn spin aligned with the pilot.



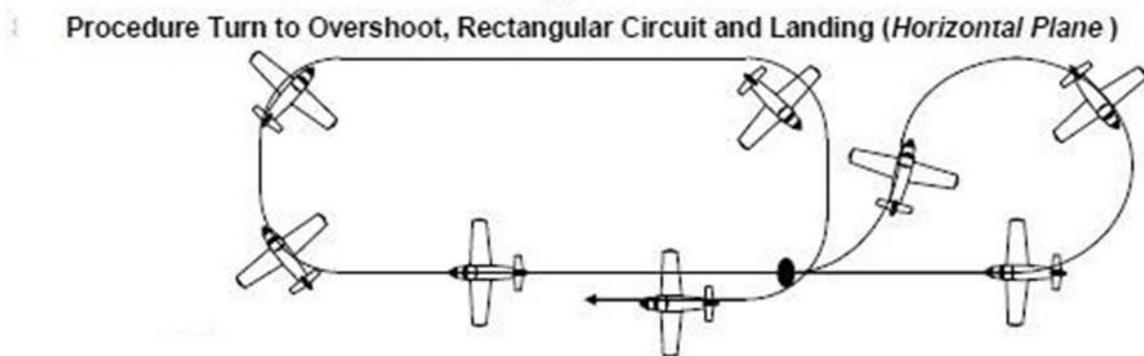
16. At upwind end of strip carry out a half loop.

17. Fly a downwind inverted pass before rolling upright.



18. Complete a procedure turn, continuing into an overshoot into wind.

19. Carry out a rectangular circuit and landing approach.



20. Land (wheels to touch within a pre-set area as designated by the examiner).

21. Remove model and equipment from take-off and landing area.

The above schedule must be completed within one flight at which two attempts will be permitted at the time. If tasks 1 to 13 have been satisfactorily completed and the engine cuts during the spin, the applicant will only be required to carry out the inverted pass, overshoot and landing in the subsequent re-flight.

In addition to the above flying schedule, the applicant must answer satisfactorily five questions on relevant safety matters on the SAA Safety Code and Recommended Procedures.

Requirements

- a. Take-off: 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. At Silver level, the pilot should be able to take-off without standing behind the aircraft.
- 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. Figure of Eight: The manoeuvre should commence on basic track, first turn is 90° onto a line directly away from and in line with the pilot, immediately followed by 360° in opposite direction, then 270° in direction of first turn back onto original track. Both halves should be the same size, at the same height and continuously banked. Crossovers should be aligned with the pilot, in the same place and with the same heading both times.
- d. Half Cuban Eight: Pull up into a five-eighths loop to a descending 45° line. Half roll to upright. One eighth loop to horizontal.
- e. Loops: Should be centralised in front of the pilot, reasonably round, entry and exit in the same place and on the same heading.
- f. Immelman: Pull up into half loop, at top half roll to upright.
- g. Outside Loop: Must be downwards from upright - otherwise the same criteria as the inside loop.
- h. Split S: half roll to inverted, pull half loop downwards, recover upright.
- j. Two Rolls: These rolls should be centralised on the pilot, parallel to the take-off path and be reasonably level, axial and on the same heading throughout. Roll direction should be away from the pilot and roll rate must be slow enough to require the use of up and down elevator during the rolls.
- k. Stall Turn: Should be carried out at one end of the strip, flying away from the pilot. The throttle must be closed before rotating at the top where the aircraft should almost stop. A wingover is not acceptable. Ideally the downward track should be no more than half a wingspan from the upward track. The aircraft should fall in an area pre designated by the pilot.
- l. Two Rolls: This is to ensure the pilot can roll safely in either direction. The first roll should be completed before passing the pilot position.
- m. Immelman: Same as before.
- n. Spin: Should be aligned with the pilot stance and be entered from a nose-up minimum speed stall. A snap falling through into a spin is not acceptable. Recovery heading should be roughly the same as the entry.
- p. Half Loop: Pull up into half loop, exiting inverted.
- q. Inverted Flight: Fly level inverted until past pilot stance then half roll to upright.

- r. Overshoot: It should be possible to touch down on the strip if the engine stops during the descent phase. A low pass is definitely not acceptable and the aircraft must be set up for landing. This manoeuvre is to be handled as a landing which is aborted just before touch down.
- s. Rectangular Circuit: This carries on from the overshoot. The aircraft should climb to circuit height before turning crosswind, then perform matching corners and straight legs. 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.
- t. 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.