

Doncaster Aeromodeler's Club

Bronze Wings Test

(Electric Models)

Note: The following information is based on the Bronze Wings Test defined in the VMAA Directory 2002. Specific inclusions/exclusions have been made to accommodate electric powered models.

Bronze Wing Candidate:	Date:
Examiner:	Result:

1 Dexterity

The pilot must be able to locate all relevant transmitter controls without fumbling.

<u>Examiner's comments</u>

2 Theory

The pilot must be able to name all major components of the aircraft and the motor & power system and define the functions including effects of controls.

<u>Examiner's comments</u>

3 Airframe & Pre-flight Check

Check motor & power system, motor control functions, folding propeller/s if appropriate, C of G location, undercarriage secure, and signs of structural or covering problems, which could adversely affect flight eg. Control neutral positions and throws, presence of warps which could affect trim, state of power system and range check (with and without motor running).

<u>Examiner's comments</u>

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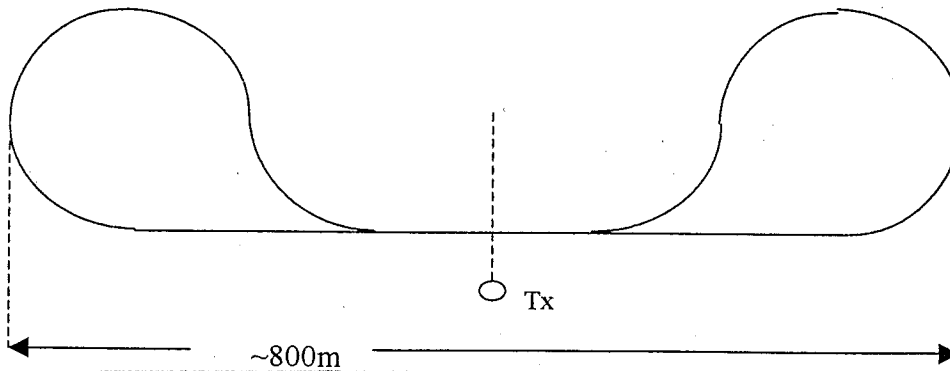
4 Take Off

For aircraft with Rise Off Ground (ROG) capability: Use gradual application of power while keeping the aircraft straight and a little up elevator to lift off. Make a gentle climb out along the runway heading with wings level until circuit altitude is reached.

For hand launched aircraft ensure that the propeller arc is clear before applying power. Apply full power and launch the aircraft directly into wind. Maintain launch heading and make a gentle climb out with wings level until circuit altitude is reached.

Examiner's comments

5 Procedure Turns



The pilot's ability to perform the following steps in the procedure turns will be monitored:

- Level flight segments should be straight and level.
- Aircraft should pass directly over the landing area.
- Turns should be at constant altitude.
- Turns should be completed such that upwind and downwind tracks are superimposed.

Examiner's comments

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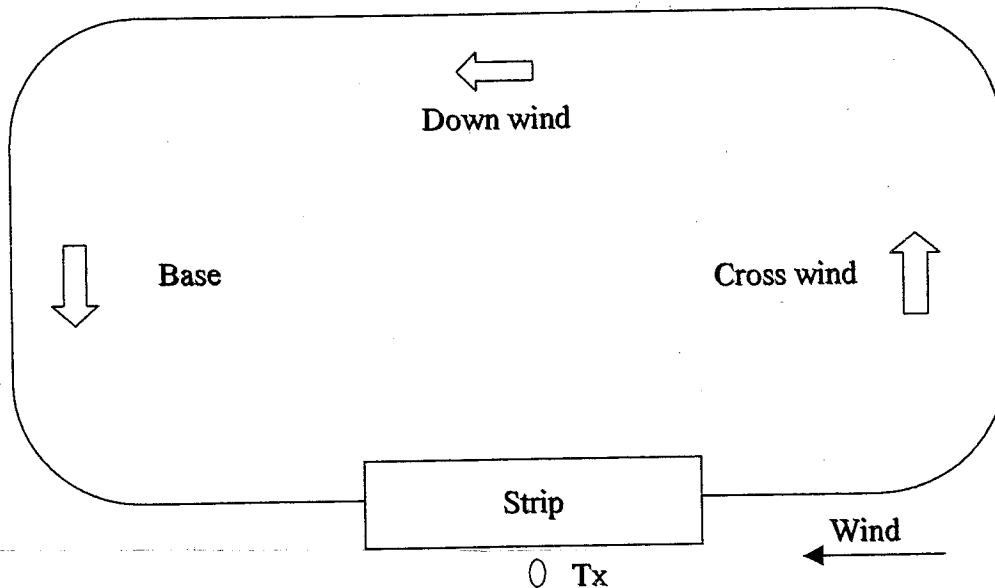
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6 Trimming

The pilot is to demonstrate his ability to trim the aircraft in flight. Displacement and re-trimming of the primary roll control and elevator control are to be demonstrated.

Examiner's comments

7 Landing Circuits



Circuits are restricted to the East of the flight line at the Bulleen field. The circuit direction should be as agreed with general flying at the time of the test with all turns at 90 degrees. With high performance aircraft power may need to be reduced much sooner than the turn on to base leg. The up wind and down wind legs should be parallel with the strip. The first three legs are maintained at a constant height and a gradual approach angle is normally started at the beginning of base leg. High performance aircraft (eg. high glide ratios) may need to commence decent before the turn on to base leg.

Examiner's comments