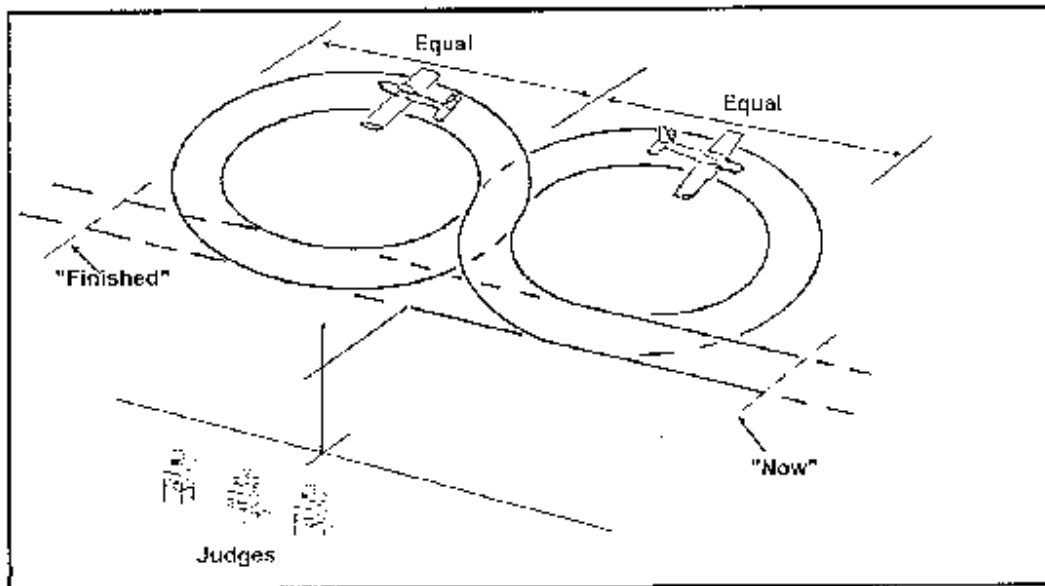


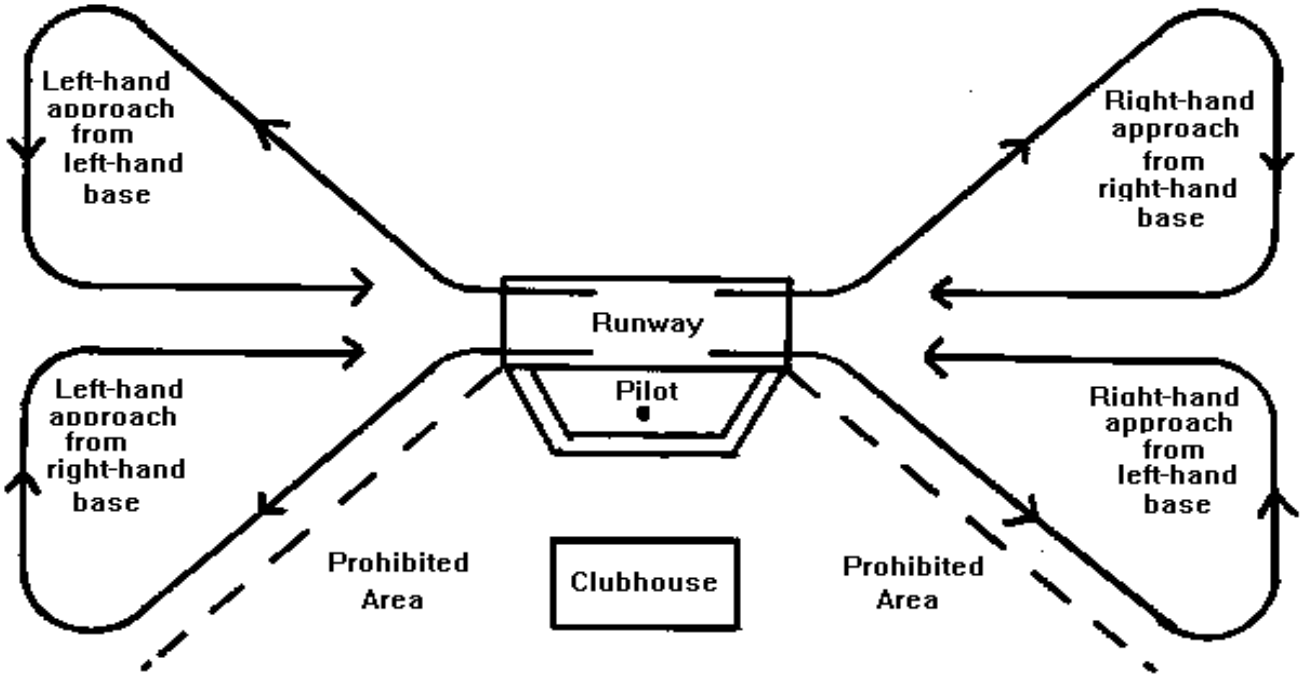
Description of Manoeuvres for Wing Tests.

- 1. Pre-flight check.** This will be done on the aircraft before any flight-testing takes place and is to be a complete safety and airworthy check.
- 2. Take-off into wind.** The model is placed on the runway, takes off smoothly, then turns 90 degrees away from the judges and levels out.
- 3. Straight and level flight for 5 seconds.** The planes flies straight and level for five seconds, the center of the manoeuvre on the centerline in front of the judges, at an altitude of between 50 and 100 feet.
- 4. Two "figures of eight".** One into wind, the other down wind, whose longitudinal axis shall be parallel to the runway of take-off. Altitude will be maintained within reasonable limits, and should be within 50 to 100 feet. The model approaches in a straight and level flight, performs a quarter circle turn away from the pilot, followed by a 360-degree turn in the opposite direction. This is then followed by a 270-degree turn in the original direction. The manoeuvre is complete after the model has passed the pilot in straight and level flight in the direction of the original entry into the manoeuvre.

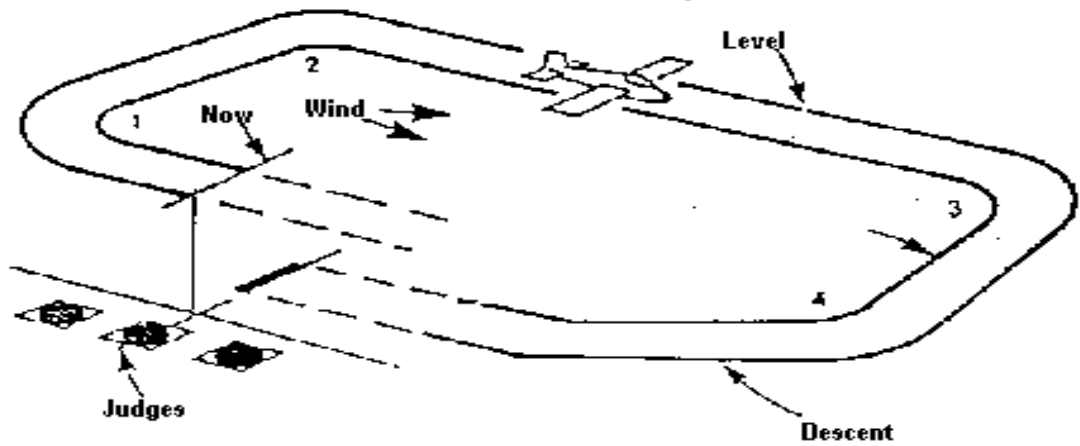


- 5. Loops.** A loop must have, by definition, a constant radius, and must be flown in the vertical plane throughout. It starts and ends by a well-defined line, which for a complete loop, will be horizontal.
- 6. Rolls.** The rate of the rolls must be constant. The roll must have a crisp and well-defined start and stop.
- 7. Spiral Descent.** A spiral descent from altitude, of at least two full turns demonstrating control of descent and angle of bank. Entry and exit must be in the same direction. This is not a flat spin, the motor must always be below the tail. Suggested method for performing a spiral descent is: Obtain sufficient height, from level flight, throttle back motor, apply some up elevator, apply rudder and if required, some aileron, allow some 2 – 3 turns. Recover to level flight. Spins are not acceptable and will be scored zero.
- 8. Inverted Figure Eight.** The model approaches in straight and level flight, then rolls inverted, performs a quarter circle turn away from the judges, followed by a 360-degree turn in the opposite direction. This is then followed by a 270-degree turn in the original direction. After the model has passed the pilot in straight and level flight, it makes a ½ roll and recovers in the upright position to complete the manoeuvre.

- 9. Emergency Landing.** When this manoeuvre is called by one of the judges, the motor is to be cut immediately and should remain closed for a deadstick landing .
- 10.** The different landing approaches can be seen in the sketch below. Each landing approach must be performed as if a landing is attempted on the runway. A touchdown is permitted. The altitude over the runway should not exceed 2 meters.



- 11. Landing Pattern.** The landing pattern should be a rectangle and should demonstrate the ability to control rate of descent and throttle setting. The final approach and touchdown must be smooth and demonstrate a consistent rate of descent and speed control.



- 12. Landing.** The landing will be straight on the runway and touchdown within the first one-third of the runway length. A small bounce, particularly with a tail-dragger, will be tolerated.