P&DARCS Gold Wings Training Day Sunday 24th May 2026

The Gold Wings Proficiency Rating is an advanced pilot accreditation recognised by the MAAA for pilots intending to participate in public flying displays and is also required for the operation of Giant Models (FW50) weighing more than 25Kgs.

The rating is designed to formally assess a pilot's ability to safely, accurately, and consistently perform a prescribed sequence of aerobatic and precision manoeuvres under varying aircraft attitudes and directions of flight. The standard places strong emphasis on smoothness, control, precision, and the maintenance of correct altitude and flight path throughout each manoeuvre.

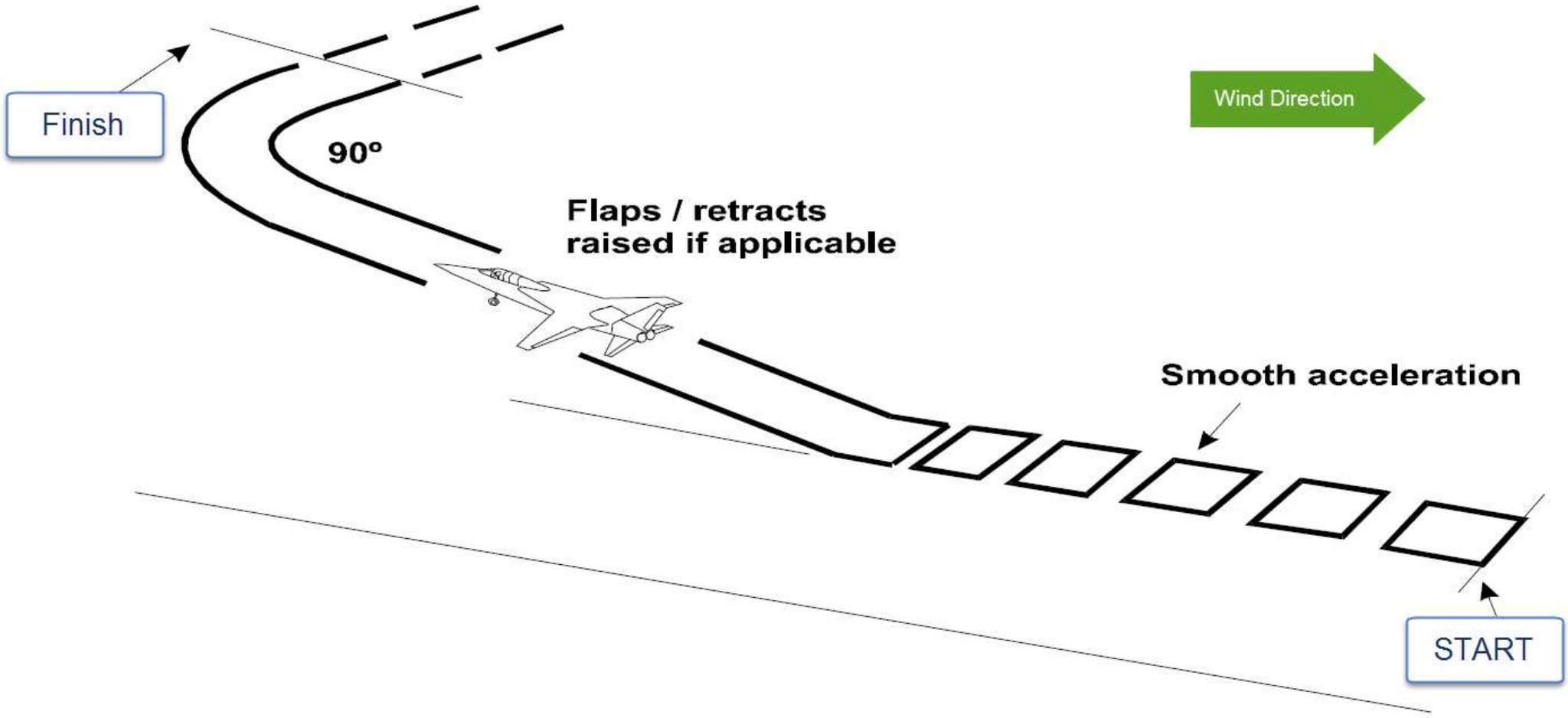
To achieve the Gold Wings rating, pilots are required to demonstrate competence in a series of prescribed manoeuvres assessed by authorised examiners. With the exception of Take-off, Spin, and Landing, all manoeuvres must be flown in both directions — left to right and right to left — to demonstrate consistent aircraft control and orientation awareness.

The assessment may be completed over a maximum of four (4) flights and can be conducted over two (2) separate days, allowing pilots adequate opportunity to complete the full schedule to the required standard.

Successful completion of the Gold Wings Proficiency Rating signifies that the pilot has attained a high level of flying proficiency considered suitable for participation in public display flying activities.

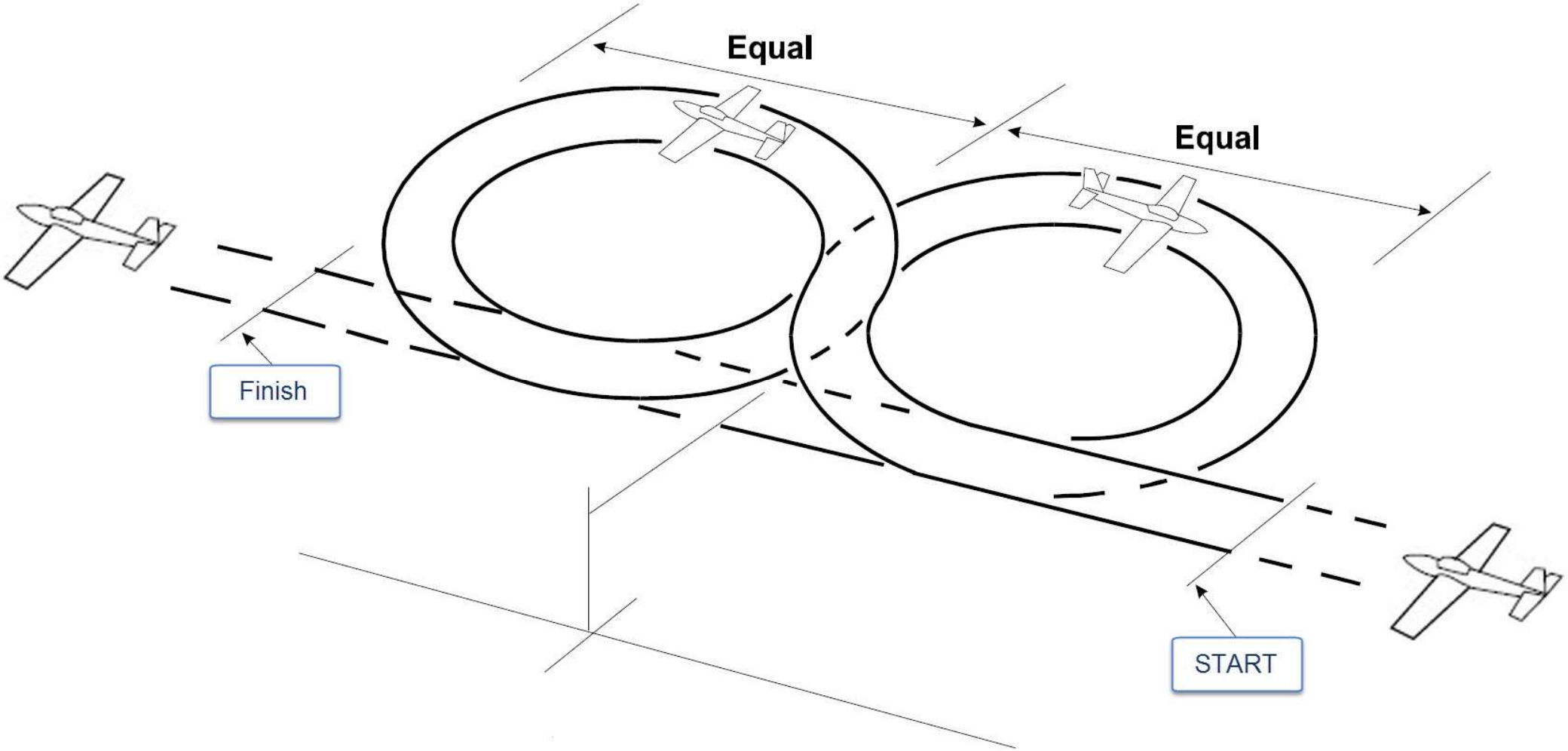
Gold Wings Manoeuvres

Take-Off



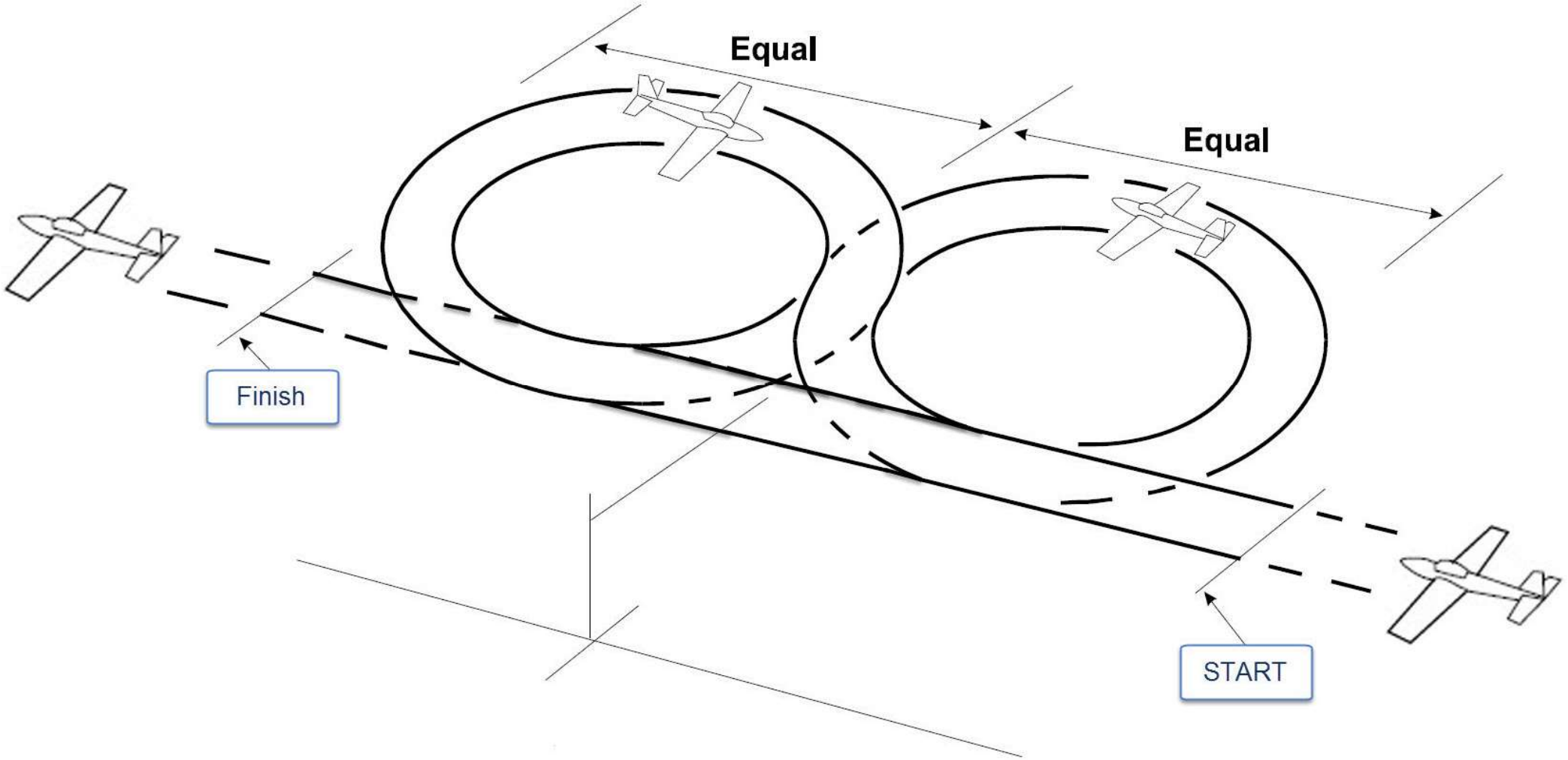
Throttle is to be advanced smoothly and progressively to maximum power. As the aircraft accelerates to take-off speed, up elevator is applied to achieve lift-off, establishing the aircraft in a gentle climb-out. Upon reaching a safe operating altitude, the aircraft is to be turned onto the crosswind leg to enter the standard rectangular circuit pattern.

Outward Figure of Eight



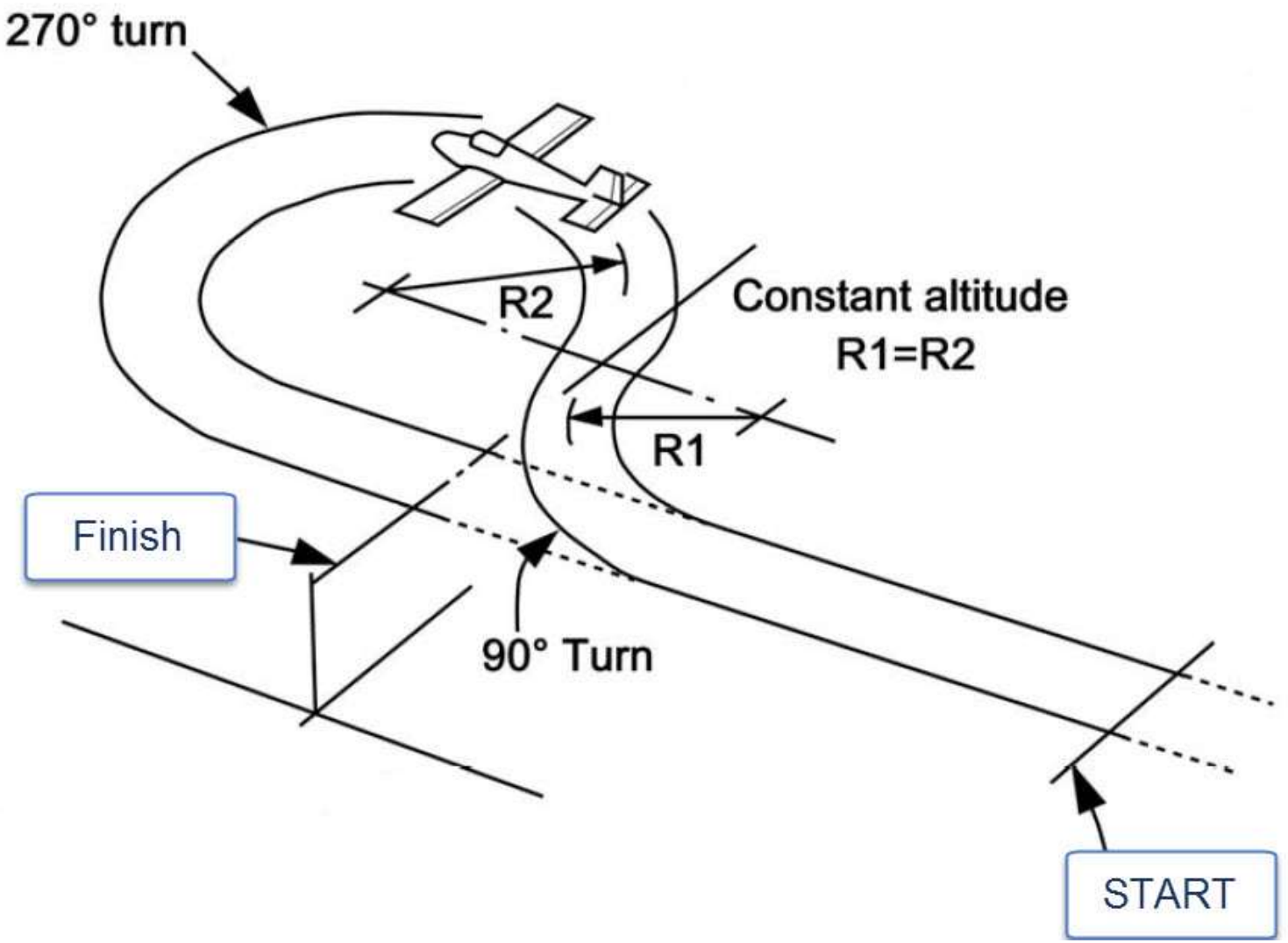
The aircraft is flown in straight and level flight on a track parallel to the flight line. As the aircraft approaches centre, a one-quarter circle turn is performed in a direction away from the pilot. Shortly thereafter, a 360-degree turn is executed in the opposite direction, followed immediately by a 270-degree turn in the reverse direction. The manoeuvre is completed with the aircraft exiting on the original approach line in straight and level flight.

Inward Figure of Eight



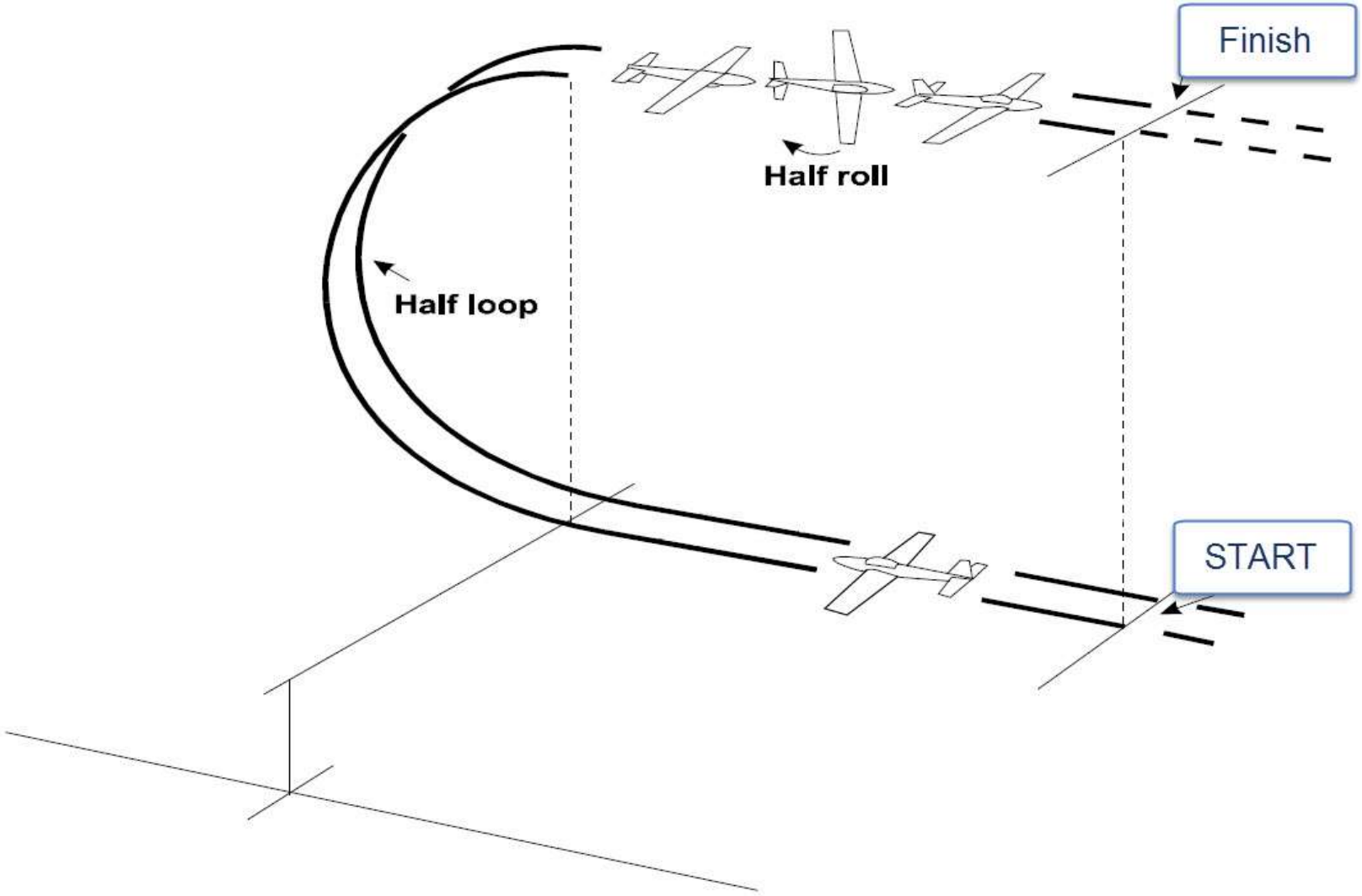
The aircraft is flown in straight and level flight on a track parallel to the flight line. After passing centre, the aircraft performs a 270-degree turn away from the pilot, bringing the aircraft inward toward the display line. A 360-degree turn is then executed in the opposite direction. The manoeuvre is completed with a 90-degree turn in the reverse direction, returning the aircraft to the original flight path in straight and level flight.

Procedure Turn



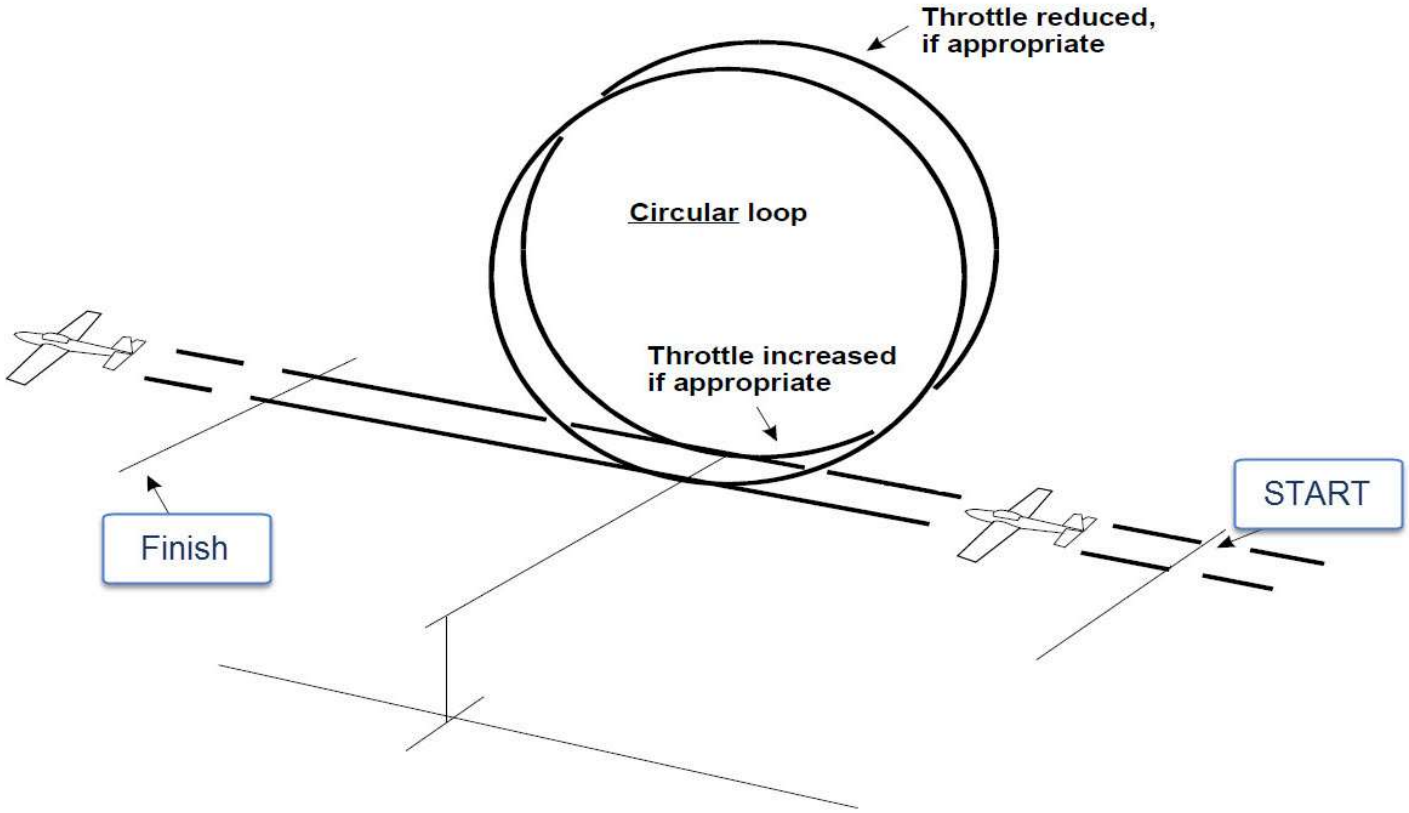
The aircraft is flown in straight and level flight on a track parallel to the flight line. A 90-degree turn is performed in a direction away from the pilot, followed by a 270-degree turn in the opposite direction. The manoeuvre is completed with the aircraft exiting in the opposite direction along the same flight path as the entry, maintaining straight and level flight.

Immelman Turn



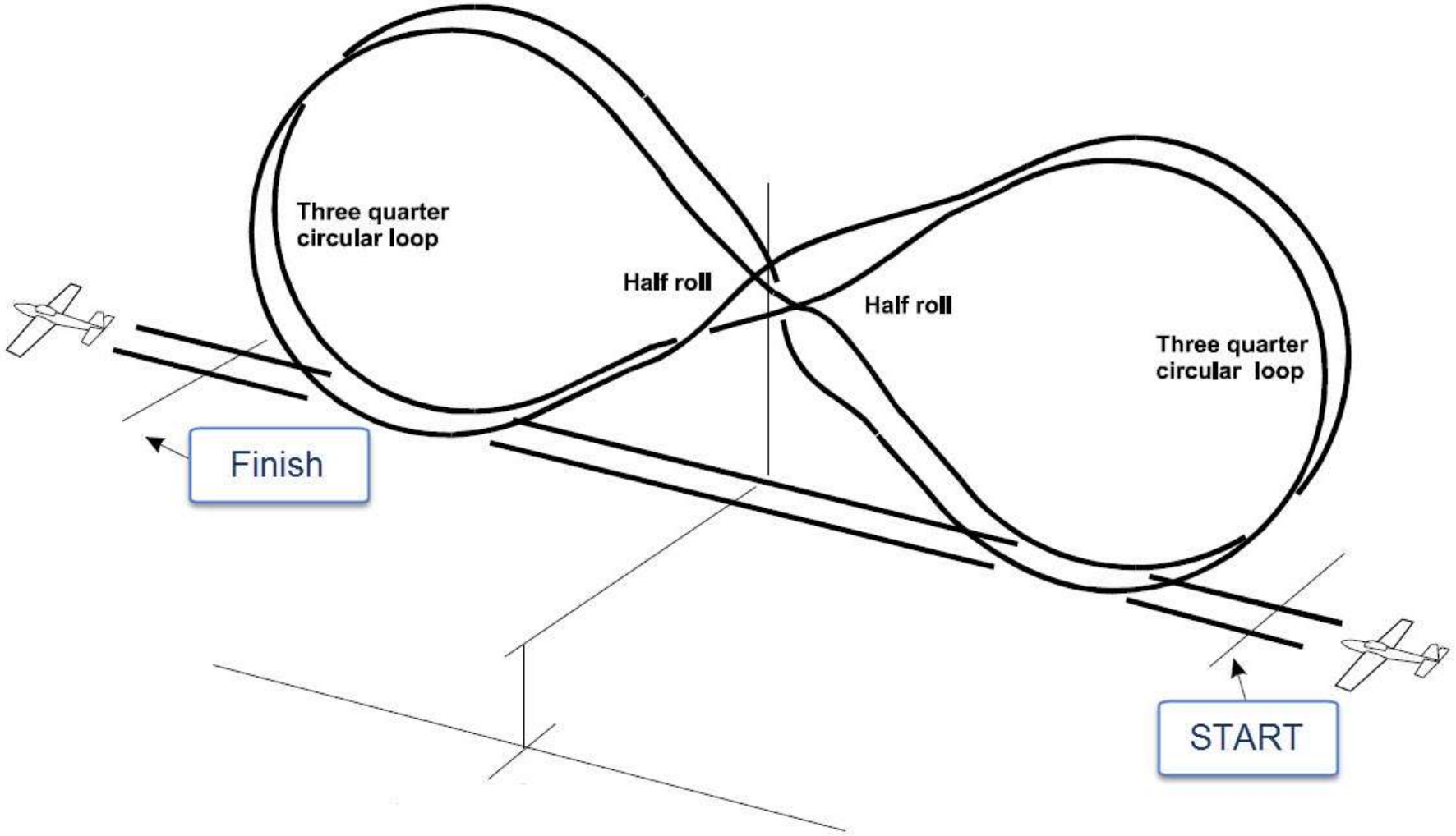
The aircraft is flown in straight and level flight on a track parallel to the flight line. After passing centre, a half loop is performed, followed immediately by a half roll at the completion of the manoeuvre. The aircraft exits on a reciprocal heading in straight and level flight along the top line.

Three Inside Loops



The aircraft commences the manoeuvre in straight and level flight. Up elevator is applied to initiate the looping manoeuvre and continuously adjusted throughout to maintain a consistent and symmetrical loop shape. Throttle is reduced approaching the top of each loop and progressively reapplied during the descent and recovery phase to assist with entry into the subsequent loop. Three consecutive loops are to be performed, with elevator and throttle inputs coordinated to ensure the loops are superimposed as closely as possible. Appropriate allowance should be made for prevailing wind conditions, particularly in relation to throttle management and maintaining manoeuvre geometry. The manoeuvre is completed with the aircraft exiting on the same heading and at the same altitude as the point of entry.

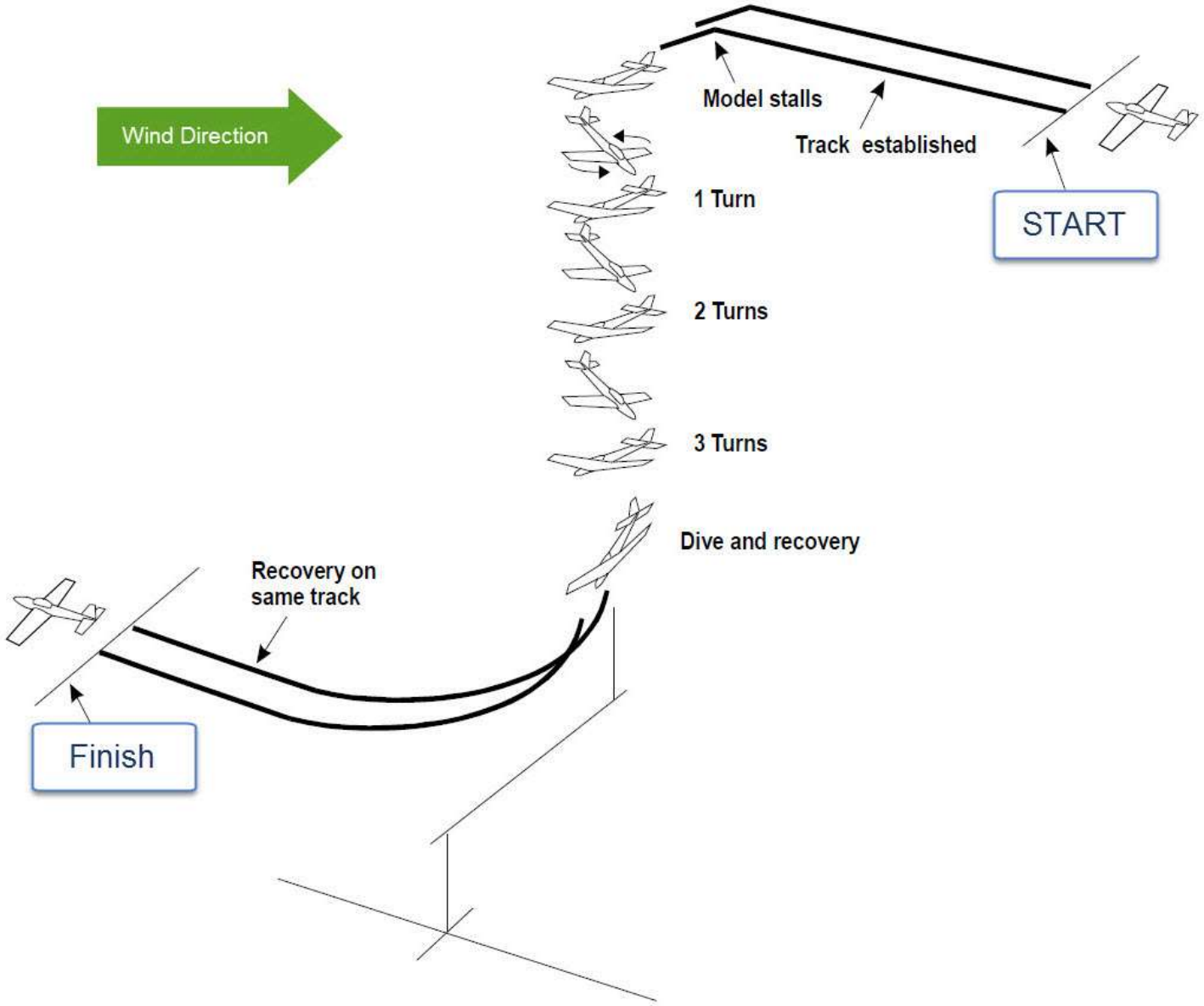
Cuban Eight



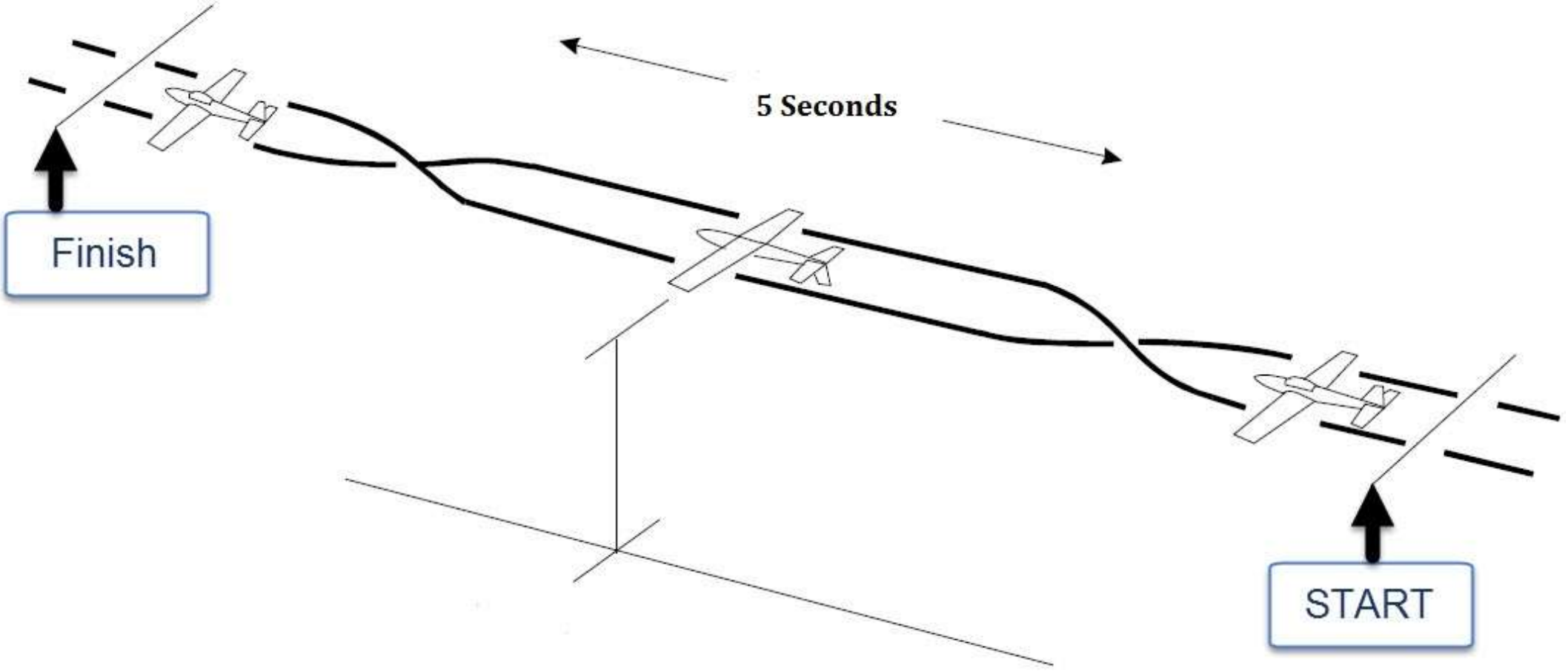
The aircraft is pulled into a circular inside loop until reaching an inverted 45-degree nose-down attitude. This attitude is maintained until approaching centre, at which point a half roll is performed to return the aircraft to an upright attitude. A second inside loop is then flown in the same manner, mirroring the first manoeuvre, with the half roll positioned at centre. The manoeuvre is completed with the aircraft exiting at the same altitude and on the same heading as the point of entry.

Three Turn Spin

The aircraft enters into wind from a safe height, aligned with the centre of the flight line. Throttle is reduced to low idle, and up elevator is progressively applied to maintain height until the aircraft reaches the stall. The first wing to drop is observed, as this will determine the direction of the spin entry. Full up elevator and rudder are then applied in the direction of the wing drop to initiate the spin. As the aircraft approaches the third rotation, all controls are neutralised to recover from the spin. Once the aircraft has regained sufficient airspeed and normal control authority over the wings, up elevator is applied to recover to straight and level flight.

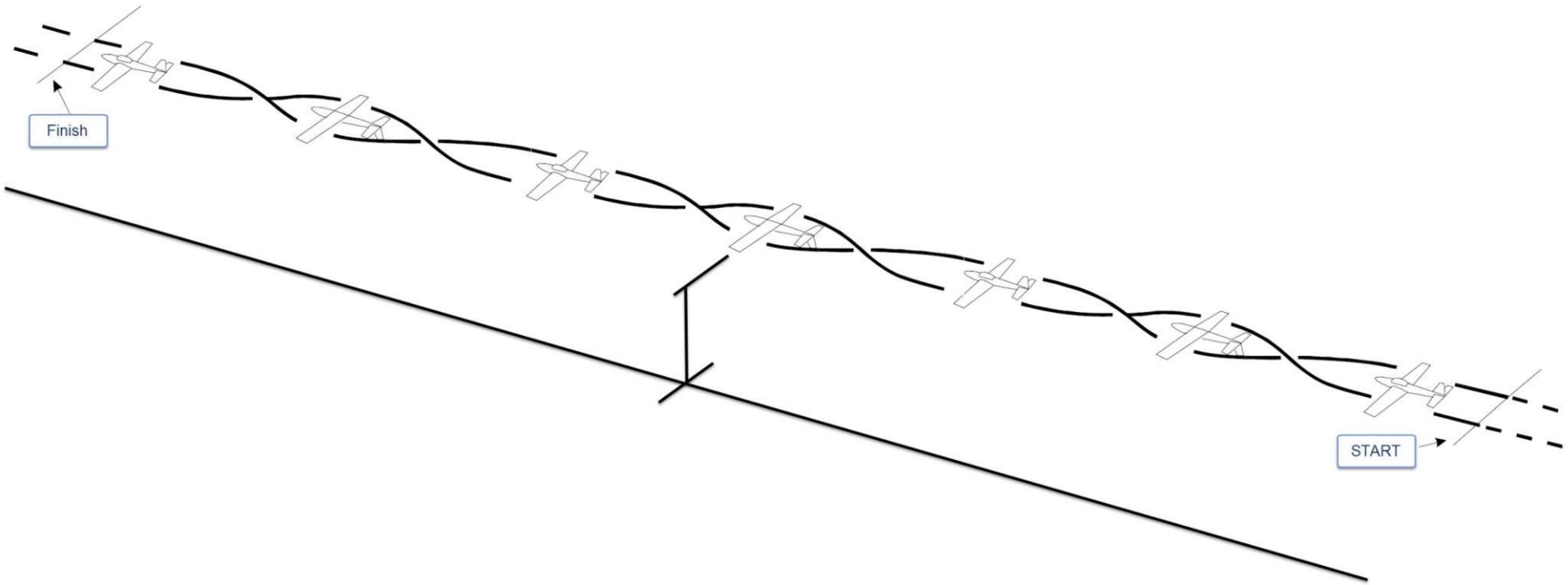


Inverted Flight



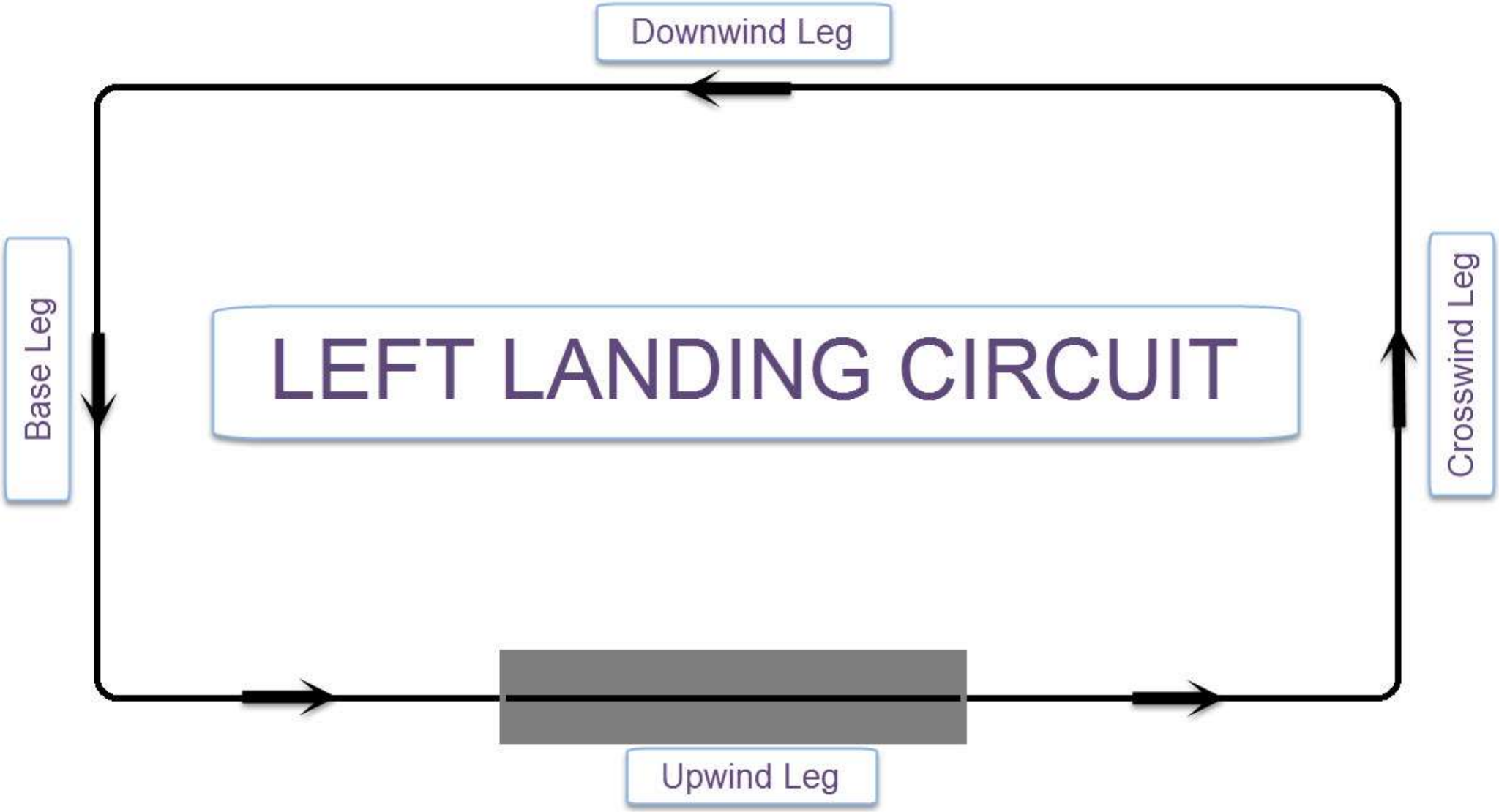
The aircraft is flown in straight and level flight on a track parallel to the flight line. A half roll is performed to achieve an inverted attitude, after which the aircraft is maintained in straight and level inverted flight for a minimum duration of five seconds. The aircraft is then rolled back to upright flight. Half rolls may be executed in either direction. The manoeuvre is completed with the aircraft exiting on the same heading and at the same altitude as the point of entry.

Three Horizontal Rolls

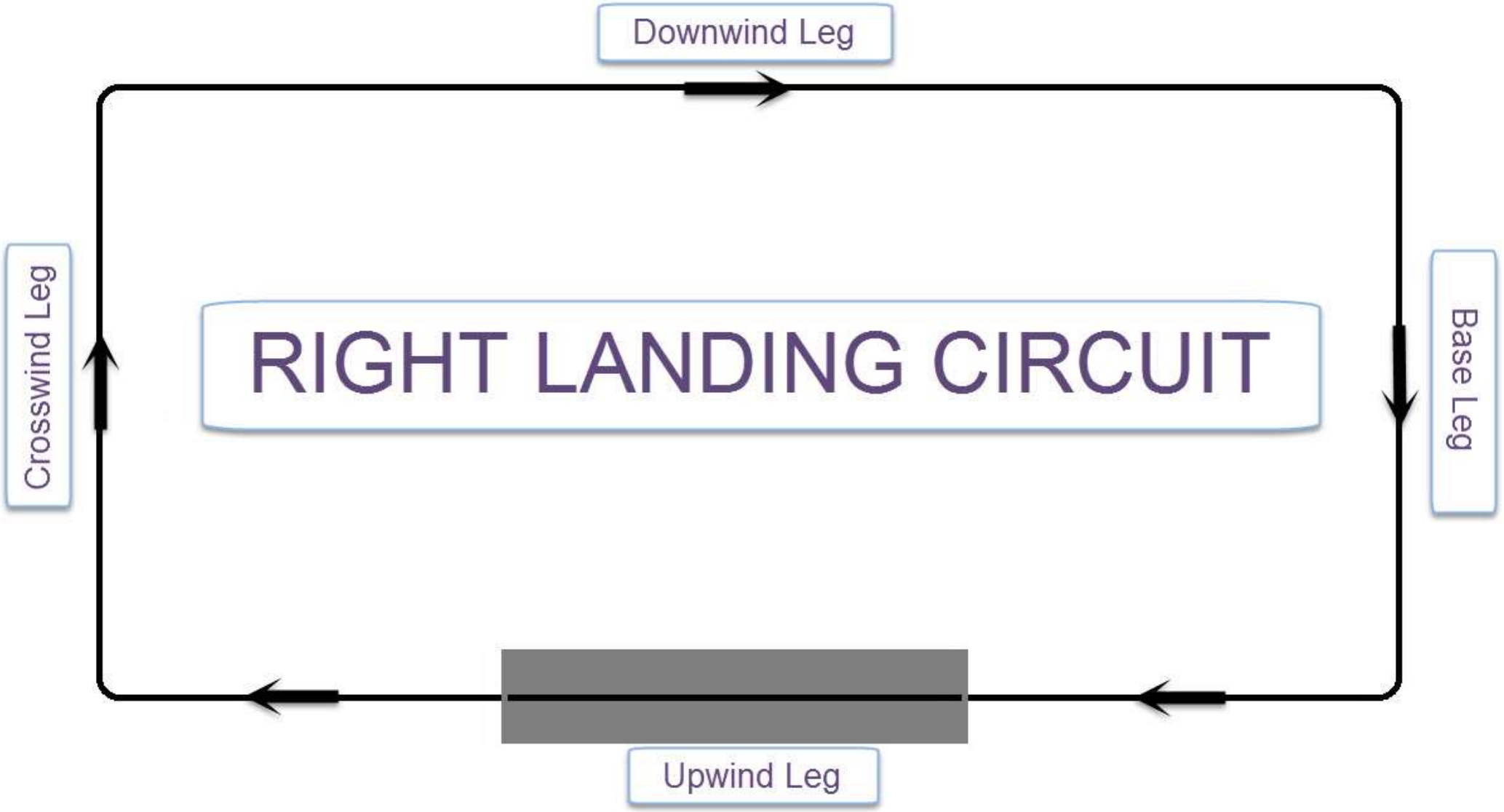


The aircraft is flown in straight and level flight on a track parallel to the flight line. Three consecutive horizontal aileron rolls are performed. These rolls may be executed in either direction. The manoeuvre is completed with the aircraft exiting on the same heading and at the same altitude as the point of entry.

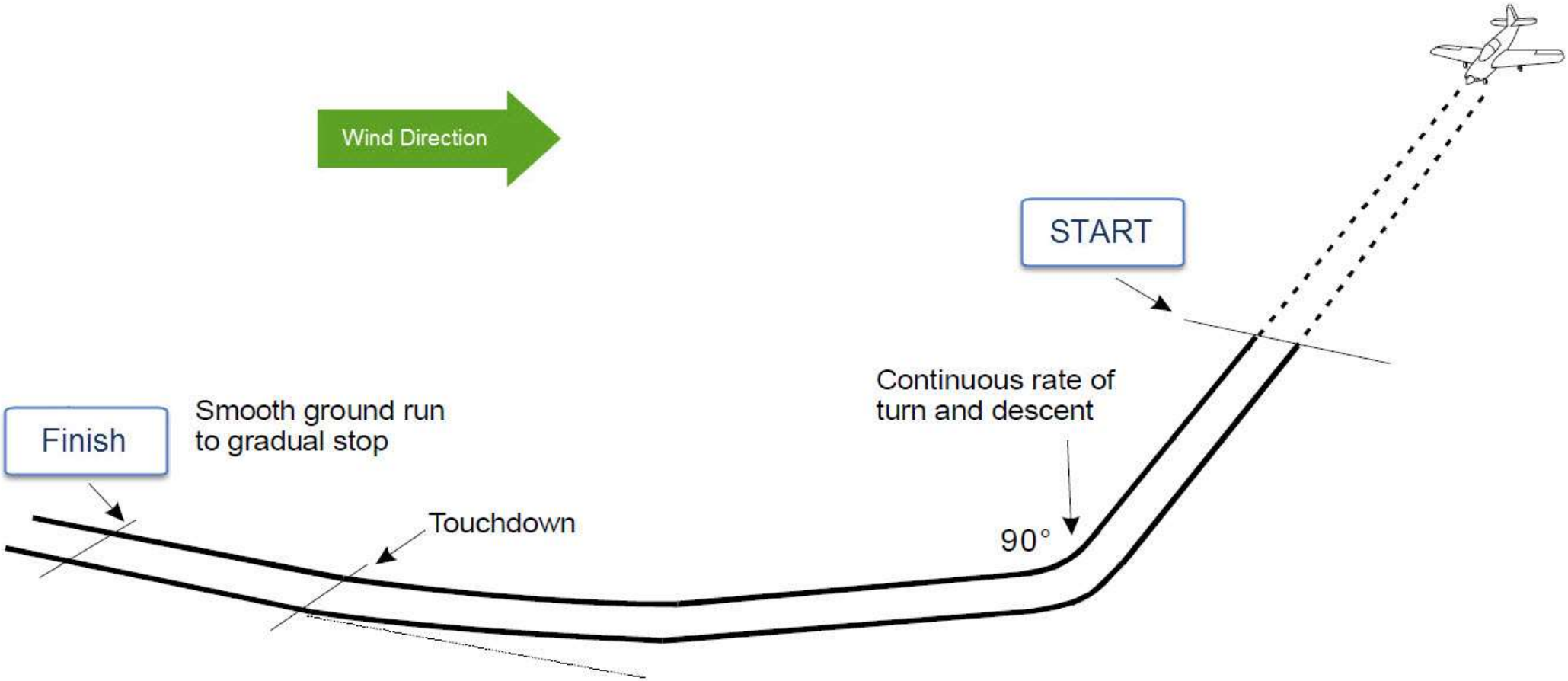
Rectangular Circuits – Left Turns



Rectangular Circuits – Right Turns



Approach & Landing



The aircraft enters the landing circuit on the downwind leg, parallel to the runway. Throttle is reduced just prior to turning 90 degrees onto the base leg. A further 90-degree turn is then made onto final approach. Throttle is used as required to control the rate of descent and maintain a stabilised approach path to the runway, with ailerons applied to keep the wings level. As the aircraft approaches the touchdown point, throttle is reduced to idle. At approximately 2–3 feet above the runway, up elevator is applied to initiate the flare. Following touchdown, elevator is held as required until all landing gear has made contact with the runway surface.