

Training

Aero R/C Club has a formal flight training program, headed by a Training Director. This program will teach newcomers the necessary skills to pilot R/C planes. The program is staffed with experienced R/C pilots who have passed an exam to demonstrate their ability to train others. The program has flight examiners who conduct the examinations of prospective instructors. The examiners are pilots with several years of experience flying a variety of RC models and exhibit superior flying skills.

To take advantage of this flight training, it is necessary that the student be an active member of the AMA, and is also a club member. During the prime weather months, May through September, each Tuesday evening is set aside for the purpose of training student pilots. On these days, training takes precedence over open flying. This does not mean that open flying is banned, but students are extended priority for the use of frequencies, and excessively fast and/or aerobatic flight that is distracting to novice pilots is discouraged by other pilots. Training is not limited to these Tuesdays. Student pilots are welcome at the field any day, and may ask for assistance from instructors, if present. Students may also make arrangements with an instructor to meet at mutually convenient times.

To make the most of the available time with an instructor, each student should come to the field frilly prepared. This means that the aircraft to be flown has been thoroughly checked to see that all components are safe and sound, all control surfaces and operating mechanisms are properly assembled and secure, batteries are frilly charged, and if possible, the engine has been test run and broken in. The student should also bring those accessories and tools necessary to change props, glow plugs, etc.

Obviously, there will be situations where the student, being totally new and without any experience, will need assistance in meeting common standards for airworthiness of the plane, and as is often the case, help in achieving a smooth running, responsive and dependable engine. There are a lot of little tricks the instruction manuals don't always include. Instructors have trod these paths before, and can be very helpful in finding and resolving the many problems that prevent a new plane from taking flight. The student should be prepared to accept some disappointment if unexpected re-work is required to make a plane safe and airworthy.

The student will advance through five levels of training, beginning with "ground school" to ensure that the student understands and demonstrates all appropriate safety measures and rules, and knows how to inspect and check planes and radio equipment for airworthiness, safety, and proper function. Students will then proceed through increasing levels of flight skills until able to fly without instructor assistance.

Written materials will be provided to help each student. It is the responsibility of each student to study and learn these minimum basic requirements. Instructors will help, assist, and advise, but the process of learning to become a competent and safe pilot ultimately

rests with the student.

PURPOSES OF THE TRAINING PROGRAM

- Develop and maintain a high quality, skillful, and above all, SAFETY ORIENTED pilot
- Enable inexperienced or otherwise discouraged, but potentially active members of the RC fraternity, to progress through the early, most always difficult, stages of RC aircraft manipulation with the least amount of effort so they emerge as enthusiastic and proficient pilots.
- Upgrade the membership to the caliber of pilots needed in today's technology.
- Encourage new members to enter the club, knowing they will be given the assistance needed to become good, safe pilots, and to be able to enjoy the sport to its fullest.

CLASSIFICATIONS AND REQUIREMENTS

FLIGHT EXAMINERS - Flight Examiners should be proficient flying all types of aircraft (this does not mean they fly pattern, pylon, etc. only that they be able to fly that type of aircraft). It shall be the duty of the flight examiners to certify Flight Instructors. **FLIGHT INSTRUCTORS** must be certified by a Flight Examiner. Flight Instructors must have the capability to teach others in a safe manner both in respect to fellow flyers, and to the aircraft itself

FLIGHT INSTRUCTORS MUST:

- be able to control aircraft taking-off and landing to the right and left in relation to the pilot.
- recognize stalls, their cause, and understand recovery techniques.
- know all safety rules concerning the control of aircraft and no-fly zones.
- know emergency procedures for dead stick landings, loss of control function, engine failure on takeoff, flying untrimmed planes, etc.
- understand aircraft inspection regarding radio installation, engine and fuel tank, control surface security and throw, as well as general aircraft safety.
- understand aircraft theory concerning C.G., airfoils, incidence, drag, etc.

PRIVATE PILOTS MUST:

- demonstrate the ability to conduct himself in a safe, responsible manner at all times.
- know, understand, and abide by all club and AMA flying rules.
- Complete each level of flight training as prescribed by the Training Director

STUDENT PILOTS are pilots not qualified as Private Pilot, Flight Instructor, or Flight Examiner.

Student pilots may only fly under the direct supervision of a Flight Instructor or Flight Examiner.

Student Pilots must advance through the five levels of flight training and be signed-off by a Flight Instructor as proficient at each level before acquiring status as a Private Pilot, and allowed to fly solo.

- Training Levels

- Complete Ground School (perform preflight inspection and safety procedures), Aircraft has been checked out
- Can perform right and left turns, Horizontal figure 8's maintaining altitude
- Can perform correct take-offs, controlled landing patterns
- Land without damage to the aircraft, recover from adverse attitudes, fly-bys using rudder only, trim an aircraft, perform simulated dead stick landings
- Solo flight test

NEW MEMBERS WITH FLIGHT EXPERIENCE will be allowed to demonstrate flight proficiency to a Flight Examiner who will determine if such member is capable of solo flight, or needs added experience in any specific elements of flight.

March 16, 2008