

Training

In the last few training columns we talked about making sure that the mechanical parts of your airplane are properly assembled and we discussed some specific examples of what to do or not to do. This month we are going to double back to a column written several years ago by Dave Heape who was our training coordinator at that time and who is again a key member of our training staff. Dave has graciously suggested we reissue his material as we see fit, and we see the following information as being very important! Please read and/or reconsider the following:

“During the training process the student is exposed to lots of new things. The safety items that go along with the Training Plan are very important during the training phase **AND** afterwards. The safety checklist provided gives the new student as many safety precautions and practices as possible during training. Our instructors go over the safety related items during the entire training cycle until the student is very familiar with what is expected in the pits and on the flight line. It is important that the student review safety instructions on a regular basis during the training period.

After a person solos, it is still important to review safety related items, so it is reasonable to expect everyone who flies at CVA to review the safety items from time to time. The list that we use during instructions is on the download page of our website and is important enough that every member should review it regularly. Lots of accidents can be avoided by keeping safety in mind at all times.

Two areas that the student does not get much practice at during the training period involve the transmitter. Since the student has not had any experience in handling the master transmitter during training, two very important issues arise as soon as he/she has soloed. First, when handling the transmitter during cranking and the transition to taxing, the pilot must pay very careful attention to the throttle stick. A neck strap, an accidental bump against ones body, a little laxness in handling the transmitter, etc. can all cause the throttle to be advanced at the wrong time. Please be careful about protecting the throttle stick at all times, but especially in the pits.

The second area is critical to flying your airplane: **MAKE SURE THE ANTENNA IS UP!** Since the instructor is usually handling the master transmitter during training, he is responsible for raising the antenna and the student does not require one on the buddy box. It is something that can be easily forgotten after soloing, but long remembered (after the crash!). New pilots (as well as some of us veterans that have left the antenna down) should make that an important part of the pre-taxi checklist.”

Again, thanks to Dave for the above excellent information.

Remember to try something new each time you fly!

Steve Klute
Training Coordinator