

STUDENT GUIDE

Task 1-4 - The object is for the student to make 3 consecutively circles/laps at approximately the same altitude without intervention by the instructor. The goal is to get the student comfortable with controlling the airplane and get used to right and left turns. The circles/laps should be beyond the runway at all times. Any time the airplane crosses a vertical plane at the far edge of the runway, the maneuver must begin over again.

For **loops, rolls and immelmann** the student must complete the maneuvers with the wings level and at a level altitude

Task 6-8 - Looking for increasingly better control of altitude, no excessive banking in the turns, and parallel to and centered on the runway. The student learns to control bank angles and how to quickly transition from left to right bank. Banks must be relatively constant, and circles generally the same size for sign off.

Slow flight – Start with at least 100 feet altitude. Progressively reduce the throttle while trying to maintain altitude. Keep slowing until the controls get mushy, full up elevator or the plane stalls. Idea is to show how control authority decreases and show how slow is too slow.

Modified Figure 8 – Line up with the runway at each end of the figure 8. Keep at least 25 feet altitude. Cross threshold over the runway with wings level. Fly part way down the runway, throttle up and go around from the opposite end. Perform until the maneuver is comfortable to the student.

Landing Approaches – Similar to above with lower altitude and reduced throttle.

Takeoff – During earlier flights, the instructor will pass control to the student at successively lower altitude on each takeoff in order that the student gets the feel of climbing out from takeoff. Practice fast taxi without takeoff. Try takeoff when ready. Student must hold a takeoff line several hundred yards past the end of the runway for sign off. Takeoff is at the student's option.

Landing – Must land on runway with engine running for sign off. Landing is at the student's option.

Solo – Must takeoff, fly and land without the buddy box connected. Instructor stands at side and offers moral support and advice if needed. Solo is successful if the flight is completed and the plane lands near the runway. Minor damage to plane allowed.

SAFETY TIPS

- 1) Follow club safety rules at all times.
- 2) Have another club member safety check your brand new airplane and following any repairs prior to the first flight. Checks should include proper control movements, tight fittings and control arms, etc.
- 3) Always put your frequency pin in the frequency board before turning on your transmitter. There is no hard rule about it, but if you “shoot down” someone because you turned your transmitter on while he/she had a pin in the board, it is appropriate that you pay for any damages done to his/her airplane.
- 4) Always conduct a range check with your antenna down at about 50-75 feet to ensure that your batteries are up and that your radio is working properly. If you have an Expanded Scale Voltmeter (ESV), check your receiver battery frequently. Note your battery condition on the battery power meter on your transmitter and keep it in the safe range at all times.
- 5) Remove your frequency pin after each flight.
- 6) Always crank your engine at low idle.
- 7) Never stand in front of an engine that is running at full throttle.
- 8) Never stand in the plane of the propeller when an engine is running at full throttle.
- 9) Never point an airplane running at full throttle toward the pit area, or toward anyone else.
- 10) Make sure your airplane is securely restrained when you crank it and that the throttle is at idle.
- 11) Never fly over the pilot boxes or the pit area. You should always keep your airplane beyond a plane on the pilot's side of the runway edge.
- 12) Always announce to other pilots your intention to move your airplane onto the runway for takeoff and when you are ready to land.
- 13) Always let other pilots know when you have to walk onto the runway to retrieve an airplane and when you have cleared the runway.
- 14) Airplanes that are “dead stick” have the right of way for landing.
- 15) If you find your airplane in an out of control condition, intentionally crash it in a safe place before you allow it to crash into someone or something that it can damage.
- 16) Fly safely at all times, and have fun doing it!