

Training Column In Review

It seems like December might be a good time to do a little review of the topics we have covered this year in the Training Column, just in case they have faded a tad from memory. A little review often helps refresh things.

In January we talked about the wealth of information contained in the various magazines published about model airplanes and flying. There are technical articles, reviews of specific planes and engines, and there are advertisements from which we can learn many things.

We then reviewed the problem of losing orientation of a plane while flying and discussed the advantages of staying close and flying high enough to be able to have time to recover.

We took quite a bit of space to introduce the revised Pilot Training Program section of the CVA Website. Recall that it contains information on: The Training Plan, a Guide to the Training Plan, Required Equipment, the Pilot Accomplishment Program and much more. It also contains a button to lead you to each of the monthly Training Columns written over the past two-plus years so that a student pilot can go to the site and review any topic covered quite easily.

Around mid-year, we discussed the benefit of practicing for “dead-stick” landings before you really have to make one and gave some pointers on how to do that practice.

We then covered a method to avoid the problem of reversed aileron direction. We recalled the old rule of putting your thumb in the air above the right gimbal and checking to see that “Thumb to the right...right aileron up. Thumb to the left...left aileron up”.

And then...we tried to take some of the fear out of landing from the south... as in a right-hand pattern. It can be a bit trickier and is sometimes unnerving. There is actually plenty of room to land from the south and the trees should really never come into play. You should always keep some sky between your airplane and the trees if you happen to get too near them. If you are not comfortable with south-to-north landings, you may want to re-read that column and practice them a little when the weather permits.

The next month was kind of a confession and a warning not to be **too quick** to jump from a trainer plane and especially to not *get rid of* that trainer. Oh, and no one took me up on my offer to buy a decent used trainer since I was foolish enough to cast mine aside!!

And, finally, we reviewed a number of the mechanical causes of dead-stick landings in the hope that students could see the ways that proper construction and maintenance can prevent most dead-stick causes. This topic included fuel system problems such as dirt in the system, carburetor adjustment, fuel line type and condition, and fuel tank plumbing. It also touched on propeller issues which could lead to a dead-stick landing.

And now, as this year draws to a close and we all get ready for the Club's party, we want to wish everyone a great holiday season anduntil next time.....remember to try something new each time you fly.

Steve Klute
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