



Ivel Model Aircraft Club (Ivel MAC) - Guidance for Students

Student:

Instructor:

Contact No:

Welcome to Ivel MAC. This Guidance information is to explain just a little about how we teach you to fly safely.

You cannot expect that you can just turn up at the flying field at any time, expecting someone to teach you to fly. It is Ivel MAC policy is that each student will be allocated a specific instructor with the aim/intention being to give/get frequent, regular, competent and consistent instruction. There is no charge for this and be assured that the Instructors have been selected as competent modellers who have been accepted by the club committee as able to give safe and satisfactory instruction to students.

Normally, the specific instructor is be the only instructor for you, (he does not bite, and he is there to help you). However, there may be occasions when the allocated instructor cannot teach for a period of time. In these circumstances, and only by prior arrangement with the allocated instructor and the Safety/training officer, another (specific) instructor may be allocated for a specific period.

Each instructor may have different techniques to achieve the overall aim of safe solo flying by you, during training, and after passing the BMFA "A" certificate.

You must accept, understand and realise that safety is the highest priority, and that aspect is more important than just operating the model. It is also very much about the Law, BMFA guidance, club rules and understanding of the radio manual and basic idea principles of flight.

It is also important to understand that your instructor will do his best to ensure that a model is not damaged during flight training. However, you must realise and accept that the instructor is NOT responsible for any damage caused to a student's model. In the case of damage to the model, the instructor will probably give you advice on how to carry out a repair, and he may offer assistance.

It is up to you the **student**, to make arrangements with your instructor regarding when you go flying together.

You should study the following sources of information:

The BMFA Handbook,

BMFA "A Flying Start" Beginners Handbook,

Ivel MAC Club Rules

Your Radio control equipment manual, and the manual for your charging equipment.

Your instructor should answer any questions you have on the above and he should also explain the rules, and reasons for the rules.

Initially, before your first flight, your instructor should check your model and equipment to check for correct set-up, and satisfy himself that the model is safe to be flown. He will discuss what he is doing with you. Any errors should be pointed out to you and if necessary, corrections made before attempting a flight. A buddy lead arrangement is to be used for the early instruction (can be wired

or wireless). This enables the instructor to take control whenever there is a need and this will need to be setup prior to the first flight.

He should explain the flying site layout and the etiquette associated, where to park, setup of the pit area, flight-line and area of the sky where flying is permitted. Introduce the student to other club members, as and when, when the opportunity arises.

He should show you how to hold the transmitter and operate the sticks correctly for flying. This may be with "thumbs" or "pinching" or some other way. If when using a particular method, you find that the model climbs when turning left and dives turning right, then you need to adjust your hand position - comfortable is not always correct. Some modellers use a neck strap, but make sure it is long enough.

He should explain what words will be used to avoid ambiguity, i.e. "up" = "pull back on the stick". Instructions should be clear and consistent. He will make it plain that instruction for directions are the way the stick should be moved.

Before each session, he should discuss with you, the Wind/Sun/temperature and possible hazards to be aware of that day. (Hat, Coat, Sunglasses etc.) He may also discuss the reason for a few of the rules at each flying session, then quiz you on something different each session to check you are reading the publications and understanding the topics.

He will explain the need to check the model each time at the flying field and explain the need for safety checks and radio checks and failsafe settings. Make sure your able to do all these checks correctly within the first few flying sessions.

He should discuss with you what instruction/practice that will be included in the aim of the flight, who will take-off/land etc. He should demonstrate how to carry out certain manoeuvres and get the student to try to repeat.

Although mentioned in various sources of information, your Instructor should teach the following.

He will explain and help you to carry out the following checks:

- a. Carry out pre-flight checks as required by the BMFA safety codes.

Specifically:

In the pit area, assemble and check the model for damage in transit.

Check model again after assembly.

Check all linkages and undercarriage secure.

Check integrity of wiring, servo connections.

Check batteries if ic or if electric powered model.

Use of a restraint.

Follow correct safe starting procedure if Glow, Diesel or Petrol, if electric power follow safe connection and handling procedure.

Range check radio.

Failsafe check.

Check buddy connection and that both Transmitters are functioning correctly in the correct sense.

(The instructor should also check whether the student can adjust the trim when the student has control. The later Spektrum sets do not seem to offer this facility.)

Before each flight discuss the aims of that flight, who will do the take-off what the procedure is and who will do the landing etc.

When walking out the flight line, announce to the pilots already there that you are approaching.

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- b. Take off
 - Check wind direction and circuit direction.
 - Check full and free movement of controls (Checking both TXs and in the right direction).
 - Check clear for take-off.
 - Call **"take off"** and expect a reply from other pilots on the flight line.
 - Take off in direction away from pit area.
 - At a safe height call **"take-off complete"**.

- c. Landing Call **"landing"**, land safely on the patch (kill engine if glow/diesel/petrol).

- d. After Landing, obtain the agreement from the other pilots on the flight-line to remove model from patch (normally leaving the Tx at the flight-line).

- e. Return to pit area.
- f. Disconnect battery, perform after landing checks.
- g. Discuss/debrief the flight mistakes/achievements/next flights etc.

- h. After final flight for the day the students log should be completed by the instructor, and a session debrief conducted.
- i. Discuss any adjustment to model required, or study to be done before the next session.
- j. Discuss arrangements for co-ordinating the next session.

Do not be afraid to ask your instructor any questions you may have. Remember he does not bite!

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Safety Officer, Ivel MAC

Document approval Date:.....