OSPREYS MODEL AIRCRAFT CLUB

PRACTICE SUMMARY FOR INSTRUCTOR USE

COMMENTS INITIAL BOX

TAKE OFF.						
CIRCUITS.						
ORIENTATION & CO-ORDINATION.						
FIGURE OF EIGHT.						
LOW PASS.						
LOOP.						
DEADSTICK LANDING.						
LANDING.						
ROLLS.						
STALL TURNS.						
SAFETY CODE.						

REMEMBER SAFE FLYING IS NO ACCIDENT!

ENJOY YOUR SPORT!

OSPREYS MODEL AIRCRAFT CLUB

NOVICE PILOTS LOG BOOK

British Model Flying Association
Affiliated Club Number 289

Pilots Log Book, Issue 4

INTRODUCTION

The Ospreys Model Aircraft Club welcomes you to the wonderful world of radio controlled model flying. We hope your association with the club and model flying lasts for a great many years.

The purpose of this pilots log is to help both Trainee and Instructor, by clearly recording the progress of the novice pilot as he or she moves from their first handling of the aircraft's controls, through to the point where they are able to fly safely and confidently enough to fly solo.

The aim is to allow the Trainee to move smoothly through from the basics of flight control up to the point where they are able to fly unassisted, and are able to execute all aspects of the B.M.F.A. "Powered Fixed Wing A Test".

The log is sectioned into tasks that can be practiced in order, or at random. When the Instructor is happy the Trainee can perform the selected task confidently, that section can be marked off, and the Trainee can move on.

At the point where the Trainee is able to fly and link together all of the selected tasks in one flight, they are ready to go solo.

Extra tasks included within the log book that are not part of the "A" test are designed to help the Trainee to understand and fly certain maneuvers with the Instructor at hand.

The Trainee, should try to arrange a flying session with their chosen Instructor in advance, rather than turn up on the off chance. This enables the Trainee to gain maximum benefit from the session, and the Instructor's attention.

The Trainee should hand their logbook to their chosen Instructor at the start of the flying session, so they can see at a glance the Trainee's progress.

Finally, remember flying is for fun, and that safety is no accidents.

PILOTS DETAILS

PILOTS NAME	
RADIO MAKE & MODEL	
BUDDY COMPATIBLE	YES / NO
FREQUENCY NUMBER(S)	
MAIN MODEL	
ENGINE MAKE & SIZE	
B.M.F.A. NUMBER	

TASK NINE ROLLS AND STALL TURNS

INSTRUCTOR INITIAL BOX

PERFORM A ROLL TO THE LEFT.					
PERFORM A ROLL TO THE RIGHT.					
PERFORM TWO CONSECUTIVE ROLLS.					
PERFORM A STALL TURN TO THE LEFT AND RIGHT.					

SAFETY POINT

Before walking out and recovering your model from the landing area, check with the other pilots that it is safe to do so.

HINT

Be **SMART** with your transmitter**.**

S = Switch on.
M = Meter in the green.
A = Aerial secure and extended.
R = Rate swirtches in correct position.
T = Trims set for take off.

TASK TEN FLYING THE B.M.F.A. A TEST

INSTRUCTOR INITIAL BOX

CARRY OUT PRE FLIGHT SAFETY CHECKS.					
TAKE OFF AND COMPLETE A LEFT OR RIGHT HAND CIRCUIT.					
FLY A FIGURE OF EIGHT WITH CROSSOVER IN FRONT OF THE PILOT.					
RECTANGULAR APPROACH AND PERFORM A LANDING.					
TAKE OFF AND COMPLETE A RECTANGULAR CIRCUIT.					
SIMULATED DEADSTICK LANDING WITH ENGINE AT IDLE.					
RECOVER MODEL AND CARRY OUT POST FLIGHT CHECKS.					

TASK SEVEN THE TAKE OFF

INSTRUCTOR INITIAL BOX

FINAL PRE FLIGHT CHECKS.					
TAXI WITH CORRECT USE OF THROTTLE AND STICK.					
TRANSITION FROM TAKE OFF RUN TO LIFT OFF.					
SAFE CLIMB OUT INTO CIRCUIT.					
ABORTED TAKE OFF.					

SAFETY POINT

ALWAYS MAKE YOUR INTENTIONS CLEAR WITH OTHER PILOTS BEFORE TAKING OFF. CHECK THAT IT IS OK TO GO OUTONTO THE STRIP.

HINT

When in the air always try to anticipate the aircraft's height and distance from the strip.

Ask yourself "If the engine dies could I make it back to the strip?"

TASK EIGHT THE DEADSTICK

INSTRUCTOR INITIAL BOX

CLIMB TO A SAFE HEIGHT AND CUT ENGINE TO IDLE.					
WORKING OUT DEADSTICK APPROACH AND GLIDE SLOPE.					
SAFE DEADSTICK LANDING O THE STRIP.					
UNDERSTAND THE EFFECTS OF A DEADSTICK AT TAKE OFF.					

SAFETY POINT

A "DEADSTICK" CALL HAS PRIORITY. HOLD OFF UNTIL THE PILOT HAS LANDED AND RECOVERED THEIR MODEL.

TASK ONE PRE & POST FLIGHT

INSTRUCTOR INITIAL BOX

KNOW HOW TO CHECK YOUR MODEL BEFORE FLIGHT.					
UNDERSTAND THE CLUB FREQUENCY CONTROL SYSTEM.					
UNDERSTAND THE OPERATION AND EFFECT OF THE CONTROLS.					
KNOW HOW TO START AND TUNE THE ENGINE CORRECTLY.					
UNDERSTAND THE PROCEDURE BEFORE MOVING ONTO THE TAKE OFF AREA.					
KNOW HOW TO RECOVER THE MODEL AFTER LANDING.					
UNDERSTAND THE POST FLIGHT PROCEDURE.					

SAFETY POINT

CHECK YOUR TRANSMITTER AND RECEIVER CRYSTALS MATCH YOUR PEGBOARD FREQUENCY BEFORE SWITCHING ON.

TASK TWO FIRST FLIGHTS

INSTRUCTOR INITIAL BOX

HOLD THE MODEL ON A STRAIGHT AND LEVEL COURSE.					
PERFORM A TURN TO THE LEFT OR THE RIGHT.					
PUTTING LEFT OR RIGHT HAND TURNS TOGETHER IN A CIRCUIT.					
FLYING RECTANGULAR CIRCUITS AT A CONSTANT SAFE HEIGHT.					
UNDERSTAND CONTROL REVERSAL WHEN FLYING TOWARDS YOURSELF.					
PERFROM CORRECT TRANSITION FROM LEFT TO RIGHT HAND CIRCUITS.					
PERFORM CORRECT TRANSITION FROM RIGHT TO LEFT HAND CIRCUITS.					

SAFETY POINT

CHECK THAT IT IS OK WITH YOUR INSTRUCTOR BEFORE SWITCHING ON AND STARTING YOUR ENGINE.

TASK THREE CIRCUITS AND THE EIGHT

INSTRUCTOR INITIAL BOX

RECTANGULAR CIRCUITS OVER FLYING THE TAKE OFF AREA.					
FLYING FIGURE OF EIGHT AT CONSTANT HEIGHT.					
FIGURE OF EIGHT STARING OVER TAKE OFF AREA.					

SAFETY POINT

ALWAYS FLY IN FRONT OF YOURSELF. **NEVER** FLY BEHIND THE CROWD LINE.

HINT

Switch the Transmitter ON BEFORE the Receiver.

Make sure you have enough fuel for the flight.

Switch the Receiver OFF BEFORE the Transmitter.

TASK FOUR APPROACHES AND PASSES

INSTRUCTOR INITIAL BOX

APPROACH TOWARD STRIP INTO WIND AND THROTTLED DOWN.					
APPROACH AND LEVEL OFF TO EXECUTE A LOW PASSOVER THE STRIP AT 15 FEET.					
PERFORM SAFE CLILMB OUT AFTER LOW PASS.					
DOWNWIND APPROACH AND LOW LEVEL PASS AT 15 FEET.					
PERFORM SAFE CLIMB OUT AFTER DOWNWIND LOW PASS.					

SAFETY POINT

ALWAYS STAND **BEHIND** THE PROPELLOR WHEN MAKING ADJUSTMENTS TO THE ENGINE. **NEVER** LEAVE AN ENGINE RUNNING UNATTENDED.

TASK FIVE LOOPS, STALLS & SPINS

INSTRUCTOR INITIAL BOX

PERFORM A LOOP. ENTRY AND EXIT TO BE AT THE SAME HEIGHT.					
UNDERSTAND THE EFFECTS OF A STALL.					
EXECUTE A STALL AND RECOVERY INTO WIND.					
UNDERSTAND THE EFFECTS OF A SPIN.					
PERFORM ENTRY AND A SAFE EXIT FROM A SPIN.					

HINT

At the top of the loop close the throttle.

Feed the power back on at the bottom of the loop as you level out.

HINT

On the landing approach set the model up on the glide slope, into wind, with the wings level.

Set the throttle and trims for landing on the down wind leg of the landing circuit.

TASK SIX THE LANDING

INSTRUCTOR INITIAL BOX

SETTING THE AIRCRAFT UP FOR A LANDING.					
APPROACHES TOWARDS THE LANDING AREA.					
TURN ONTO FINALS AND GLIDE SLOPE.					
FLARE OUT AND TOUCH DOWN.					

SAFETY POINT

WHEN LANDING **ALWAYS** MAKE YOUR INTENTIONS CLEAR TO THE OTHER PILOTS. CALL OUT “LANDING” or “DEADSTICK.”