

Pine Barren Modelers RC Club



Student Pilot Log

Student Name: _____

AMA No. _____

FAA No. _____

The information in this booklet is intended as a guide for the progression of a newcomer to the field of radio control flying. This booklet should be kept by the student pilot and be kept current as he/she progresses toward becoming a qualified pilot of the **Pine Barren Modeler's RC Club**. The instructor will use this book as a guide during his flight training sessions with the student pilot. Some trainees will progress at a faster rate than others, but this booklet should give both the Instructor and the Trainee an indication of the progress that has been made up to the present.

There are 3 levels of progress pilots will go through: Student, Novice, and Experienced.

Students Pilots, will need to have an instructor standing with them to fly.

Novice Pilots, will need any experienced pilot with them to fly and should remain in SAFE or self leveling mode when landing and taking off. Progression to this level is by instructor discretion.

Experienced Pilots, have passed the flight test and may fly unrestricted.

This guide is by no means an iron-clad directory for learning how to fly, but it should be used to assist Instructors and Trainees in determining what state of proficiency has been achieved and what needs to be done prior to the **QUALIFICATION FLIGHT TEST**. After passing the test they will be signed off as an experienced pilot.

If at any time during flight training, the student pilot feels that he/she can perform the qualification flight without further training, they may do so if they wish. But, if he/she fails the qualification flight, they **MUST** go back to the point in the book where they left off and complete all the steps leading up to the qualification flight before they are allowed to perform the qualification flight again.

1. PLANE & EQUIPMENT:

The Instructor should inspect the entire plane for construction integrity, warps, alignment and CG balance. Also check the radio equipment installation, pushrods, fuel tank, engine and engine mount in accordance with the **Preflight Check List**. Also, range check the radio and all controls.

Checked by: _____

Date: _____

2. TEST FLIGHT & TRIM (primarily for maiden flights):

The instructor shall takeoff, establish level flight and if possible, trim the plane for hands off flight. Check for any unusual flight characteristics. Land and correct all linkages and / or pushrods for center trim if needed. Instruct student of proper ways of trimming both mechanical and transmitter trim. Plane should be trimmed for experienced mode flying.

Checked by: _____

Date: _____

3. FAMILIARIZE TRAINEE WITH EQUIPMENT:

Instruct the trainee on the proper use of the equipment. Demonstrate stick use on the ground. The student should handle the equipment enough to be reasonably familiar with control responses to his stick actions. This will also cover use of and definition of flight modes (ie. SAFE Mode, AS3X, Panic recovery (if applicable))

Checked by: _____

Date: _____

Note: When possible, a buddy box should be used for all flight training. If it is not used, have a clear understanding with the student pilot **PRIOR TO FLIGHT TRAINING**, how you want to handle the transfer of the transmitter in the event of trouble.

4. CONTROLLED TAKE-OFF & CLIMB OUT:

The pilot shall demonstrate the ability to accelerate in a controlled fashion to flying speed before lift-off and maintain a smooth departure angle before making the first turn into the pattern. This maneuver includes controlled taxiing to the proper location on the runway for the start of the take-off run.

Checked by: _____

Date: _____

5. FLYING THE BOX PATTERN:

The pilot shall demonstrate the ability to understand, determine and maintain a standard box and downwind approach pattern as dictated by prevailing conditions. Do not advance on to the next maneuver until this can be done proficiently. Pilot must be able to correct any slight out-of-trim conditions while in the pattern.

Checked by: _____

Date: _____

6. PROCEDURE TURN:

The pilot shall demonstrate the ability to perform a procedure turn without ascending or descending an appreciable amount. Do not advance on to the next maneuver until this can be done proficiently.

Checked by: _____

Date: _____

7. PERFORM CIRCLES WITH NO ALTITUDE GAIN OR LOSS:

The pilot should be able to perform right and left hand circles with no appreciable loss or gain in altitude. Do not advance on to the next maneuver until this can be done proficiently.

Checked by: _____

Date: _____

8. PERFORM FIGURE EIGHTS:

The pilot shall demonstrate the ability to fly a figure 8 pattern from both directions, crossing at or near mid field. Do not advance on to the next maneuver until this can be done proficiently.

Checked by: _____

Date: _____

9. STALL RECOVERY:

The pilot shall demonstrate the ability to recover from a stalled condition by reducing the throttle to the point where the aircraft stalls and then establishing a controlled flight before increasing throttle.

Checked by: _____

Date: _____

10. Touch-and-Go:

The pilot shall demonstrate the ability to perform a Touch-and-Go in the direction of the flight pattern. The maneuver need not be perfect; however the pilot must demonstrate the ability to land and take off near the center line of the runway and in a safe manner.

Checked by: _____

Date: _____

11. CONTROLLED LANDING:

The pilot shall demonstrate the ability to perform a Controlled Approach and Landing by turning at the appropriate times for the pattern being flown, and establish and maintain a shallow glide slope until touchdown. Touchdown should be held to a minimum of bouncing. The pilot must also demonstrate as part of this maneuver, control of his/her aircraft on roll-out and taxing back.

Checked by: _____

Date: _____

12. GOOD COMMUNICATION SKILLS:

The pilot shall communicate his/her intentions properly while engaged in flight activities.

Checked by: _____

Date: _____

13. GOOD BENCH SAFETY:

The pilot shall demonstrate safe start-up procedures and moving his/her aircraft to the flight line. If the pilot so desires, he/she may have someone assist in moving the aircraft to the flight line. This provision includes ensuring proper control of all aircraft surfaces.

Checked by: _____

Date: _____

14. AIRCRAFT INTEGRITY:

The student must demonstrate to the instructor the airworthiness and suitability of the aircraft.

Checked by: _____

Date: _____

15. LIABILITY:

Although the PBM approved Instructors will make every effort to impart proper instruction and preserve the student's aircraft, no liability or responsibility is assumed by the PBM or its instructors as to personal injury or property damage resulting from a crash or the quality or thoroughness' of instruction. The owner of the aircraft must be held ultimately responsible for his/her aircraft.

Checked by: _____

Date: _____

16. SIGNING OFF:

The pilot may take his/her test at anytime. When proficiency in all the above listed maneuvers and skills is demonstrated and approved by any PBM instructor, the new member or pilot shall have earned their wings and is permitted to fly at his/her own discretion at any field operated by the PBM Club.

Checked by: _____

Date: _____

TO FLIGHT INSTRUCTORS

Be sure that you do initial training at a sufficient altitude so that you can retrieve the transmitter and recover the plane without damage. When possible, always use a buddy box. The only maneuvers that requires minimum altitude are take off and landings, so there should be no reason for crashes prior to these steps. At the time of landing and takeoff, the trainee should have already demonstrated flight competency, thereby reducing crash possibility. All flying will be done in accordance with the CLUB FIELD and FLYING RULES.

NOTE TO SUDENT

Keep this booklet with you, so that you may be assisted by any instructor available while at the flying field. Do not be afraid to approach any of the instructors at any time. They have volunteered to assist you, but you **MUST** speak up. Remember that you are not allowed to fly unassisted until you have been qualified and signed-off. This is for your safety and the safety of everybody present at the field. You may crash during the training, but you should not let this discourage you. The best flyers also crash, as you will see while observing activities at the field.

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