

TORKS



Flight Instruction Guide

PURPOSE

Welcome to the TORKS club! We are pleased to have you as a member and hope you enjoy flying as much as we do. The Flight Instruction Program is designed to make sure all pilots know the safety rules and the club rules. And help novice pilots learn to fly. It is very difficult to learn to fly by yourself and many times only leads to frustration and dissatisfaction with the sport.

The purpose of this guide is to help train our new members in model aviation sport flying. It is important to all of us in this sport/hobby that you not only learn to fly well but also safely. Safety is the primary reason for this instruction.

As you progress from one lesson to another, your instructor will “check off” your accomplishments. There is no time schedule as everyone progresses at their own rate. Some lessons may take longer to master, while others you may seem to learn quickly. By the time you have completed this program, you will feel confident in your flying ability and will be ready for solo flight. You will earn your wings by demonstrating to the TORKS Orientation Committee your ability to fly safely.

Please read the TORKS Member Manual before flying at the field. Do not go to the field to fly alone; always make an appointment with an instructor. Sign the student instruction log sheet posted in the building during each training session.

KEEP THIS FLIGHT INSTRUCTION GUIDE WITH YOU DURING TRAINING SESSIONS UNTIL YOU SOLO. At this time it must be given to the ORIENTATION COMMITTEE for filing.

Ground School

Be sure your instructor checks off each box as the tasks are completed. Before you turn your transmitter on at any time your instructor must get the frequency pin using his clothes-pin frequency identifier flag.

- TORKS constitution, club rules, field rules, AMA safety code.
(Refer to the TORKS Members Manual)
- Review of model airplane parts and terminology
 - Rudder
 - Elevator
 - Ailerons
 - Servos and pushrods
 - Fin (vertical stabilizer)
 - Stabilizer (horizontal)
 - Motor components
 - Transmitter functions
- Flight Equipment
 - Flight Box
 - Power panel
 - Glow driver
 - Prop reamer
 - Tools and adhesives
 - Fuel pump
 - Battery
 - Plug wrench
 - Expanded Scale Voltmeter
 - Starter "chicken" stick
- Personal Safety
 - Protective eyewear
 - Hot engines
 - Sharp props
 - Ear protection
 - Hot mufflers
 - Spinning propellers
- Aircraft Airworthiness
 - Propeller Balancing
 - Hinge/horn check
 - C.G. balancing
 - Receiver battery check
 - Transmitter battery check
 - Range check
 - Proper running engine
 - Functional landing gear
 - Throttle direction
 - Aileron direction
 - Elevator direction
 - Rudder direction
- Inspection of your airplane – list defects (to be corrected by student)
- Field Safety (see map in Member Manual)
 - Safe fly zone
 - No flight behind flight lines
(Review designated airplane and helicopter areas)
 - Over-fly zone and safety zone – see map in member manual
 - Suggest fire extinguishers for gas-powered models
 - Discharging of firearms strictly prohibited

Field Rules

- Legal radio systems
- No channel 20
- Transmitter impound
- Muffler required
- Frequency pins
- No channels 43 thru 50 inclusive
- Children & pets supervised
- No flying over pits

- No alcohol or illegal substances on premises

- Before starting engine
 - first turn on transmitter
 - then receiver on
 - reverse procedure for shutting down

- No flying before 8:00 AM and not before 9:00 AM Sundays
- No night flying (flying after dusk prohibited by SWACO lease)
- No taxiing on ramp behind pilot station
- Announce **TAKE-OFF**, get acknowledgement from other pilots on stations

- Announce **LANDING** intentions, get acknowledgement from other pilots on stations

- Take-off only into wind, over fly runway in direction of arrow
- Turn away from pits after take-off
- Don't fly straight at flight line, pilots or spectators

- Announce "**DEAD-STICK**" if power is lost, get acknowledgement from other pilots on stations

- Announce your intentions to go "**ON THE FIELD**", get acknowledgement from other pilots on stations

- Landing aircraft have right-of-way
- Park vehicles only in designated areas; do not drive on runways

Engine Operation

- Starting/stopping procedures
- Stopping adjustments
- Muffler Pressure
- Fuel tank alignment and connections
- High-range needle valve adjustment
- Low-range needle valve adjustment
- Idle adjustments
- Glow plugs

GROUND SCHOOL MASTERED

Instructor: _____

Date: _____

Flight School

Lessons 1 thru 4 are to be conducted with a buddy cord using the instructor's clothes-pin frequency identifier flag.

LESSON #1: BASIC FLYING SKILLS

- Pre-flight safety check
- Taxing
- Level Flight control – fly at “three mistakes” high

LESSION #1 MASTERED!

Instructor: _____ Date: _____

LESSON #2: BASIC PATTERN FLYING

- Basic pattern flying – discussion
- Horizontal oval – both directions
- Horizontal box – both directions
- Horizontal figure eight – both directions

LESSION #2 MASTERED!

Instructor: _____ Date: _____

LESSON #3: SLOW FLIGHT AND STALLS

- Stalls and recovery – discussion
- Slow flight – stall and recovery
- Slow flight – low flight

LESSION #3 MASTERED!

Instructor: _____ Date: _____

LESSON #4: TAKE-OFF AND LANDING

- Take-off – discussion of engine speed, wind direction and velocity
- Take-off
- Landing approach - discussion of engine speed, wind direction, air speed and rate of decent
- Landing – down wind, base leg and final approach procedures

LESSION #4 MASTERED!

Instructor: _____ Date: _____

LESSON #5: SOLO FLIGHT

- Demonstrate flying skills in Lessons 1 thru 4 to two instructors
- SOLO COMPLETED**
- Congratulations – you are now an R/C pilot

LESSION #5 MASTERED!

Instructor: _____ Date: _____
Instructor: _____ Date: _____