

Training

Objective: To learn to fly safely and achieve solo flight and obtain potentially obtain BMFA 'A' certificate

Take off, land, dead stick landing, rectangular circuits in both directions, figure of eight.

1. BMFA handbook <http://handbook.bmfa.org/external-pdf>
2. BMFA "A flying Start"
<http://www.bmfa.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=CoreDownload&EntryId=1106&language=en-GB&PortalId=0&TabId=220>
3. Club Safety Rules, particularly
 - a. No Fly zones
 - b. NEVER fly over the pits
 - c. Don't fly above or behind yourself
4. BMFA test questions
 - a. <http://achievements.bmfa.org/mandatory-questions/mandatory-questions-quiz>
5. Legal requirements Air Navigation Order (ANO) 2016 – previously (ANO2009)
 - a. ANO articles 240 (137*), 241 (138), 94 (166), 95 (167**)
 - i. A person must not recklessly or negligently act in a manner likely to endanger an aircraft or any person in an aircraft. (*Does not apply to models less than 20kg ref. CAP658)
 - ii. A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property
 - iii. The person in charge of a small unmanned aircraft may only fly the aircraft if reasonably satisfied that the flight can safely be made
 - iv. The aircraft must not fly within 30 metres of any person and models over 7kg this is increased to 50m (except at takeoff / landing when this can be reduced to 30m) (**Applies to aircraft between 7kg and 20kg and displays ref CAP658)
 - b. CAP658
6. Understand your Tx:
 - a. Pitch, Yaw, roll, throttle
 - b. Dual Rates + Expo
 - c. Timers
 - d. Range check – importance and method
 - e. Throttle cut – setting and purpose
 - f. Failsafe – setting and purpose
 - g. Speech capabilities
7. Spektrum Tx setup
 - a. Registration
 - b. Airware + voice updates
 - c. Tx configuration
 - d. Rx positioning
 - e. Wireless Buddy box set up
8. Powering the Rx
 - a. Receiver battery
 - b. BECs in ESCs
 - c. Linear and switching BECs – strengths and weaknesses
9. Range check

10. C of G

11. Safety

- a. Always treat electric planes with flight batteries connected as potentially dangerous
- b. Danger of prop. Keep fingers and loose items away. Stay out of prop plane (including adjacent pilots) and in front
- c. Tethering
- d. Position in pits for starting
- e. No Taxiing in pits
- f. 35MHz or 2.4GHz? Is pegboard required?

12. Pre flight checks

- a. Transport damage
- b. Hinge security
- c. Undercarriage secure and tracking correctly
- d. Engine / motor secure
- e. Wings secure
- f. Servo and linkages secure
- g. Receiver battery charged
- h. Secure and undamaged prop
- i. C of G
- j. Correct plane selected on Tx
- k. Correct surface movements
- l. Flight battery/fuel full
- m. Tx on before Rx
- n. Failsafe working correctly
- o. SWEETS (Sun, Wind, Eventualities, Emergencies, Transmitter control, Site rules)
- p. SMART (Switch on, Model correctly selected, meter in green(voltage OK), Aerial correctly orientated, Rates correct, Trims correct)
- q. Starting: Correctly positioned, Tethered, Prop plane clear

13. Dangers

- a. Site specific
- b. Footpaths/public
- c. Animals
- d. Large trees & hedges
- e. Fence posts
- f. Turbulance
- g. Sun - Sunglasses, peaked cap

14. Pilot positioning

15. Maximum number of planes in air at once

16. Communication with fellow pilots

- a. Request to take off
- b. Deadstick
- c. Low pass
- d. Reverse circuit
- e. Anything out of the ordinary, especially mindful of types of other planes flying and those flying them
- f. Landing

- g. Clear to collect from strip
 - h. Confirm clear of strip having retrieved plane
17. Priorities
- a. Deadstick - highest
 - b. Landing –next highest
 - c. Take off - lowest
18. Flying
- a. Circuits
 - b. Figure 8
 - c. Taxi
 - d. Take off
 - e. Landing
 - f. Dead stick
 - g. (Loop – for fun!)
19. Post flight checks
- a. Rx off before Tx
 - b. Clean aircraft down
 - c. Clear frequency (35MHz)
 - d. Check for damage
20. Provide feedback to the trainee
21. Ask for feedback from the trainee