

## **CVA Primary Flight School Plan**

The object of this plan is for a student to complete a flight while buddy boxed, without requiring any assistance from the instructor, a Primary training "solo", followed by a true solo with no buddy box. Aerobatics and maneuvers not mentioned should be used for fun as instructor feels appropriate. They are not necessarily taught to be done with precision, they would be covered under Intermediate training. Any of them can be introduced at instructor's choice and instructor is free to modify this plan at his discretion. Instructors tell students what they are going to do, then show/demo it, then have students do it. Instructors then critique and offer tips to improve performance as student practices. When satisfactory performance is achieved, move on to the next Step. All maneuvers should be done in both directions.

GROUND SCHOOL 1. A basic review of how to fly with RC and checkout of airplane to be used.

GROUND SCHOOL 2. Discussion about field safety, including field layout and etiquette, with an emphasis on good communications with other pilots. Student could be allowed to taxi to get a hands-on feel for the left stick.

FLIGHT 1. Fly the Pattern. The object is for the student to fly straight lines, then turns and laps at approximately the same altitude without intervention by the instructor. The student should be comfortable with controlling the airplane, get used to right and left turns, and master roll control coming and going. The laps should be beyond the runway at first. As skill increases pattern passes can be made, at altitude, eventually over the runway.

FLIGHT 2. Figure Eight. Looking for increasingly better control of altitude and bank angles in the turns. Plane should stay parallel to and centered on the runway. The student learns to control banking and how to quickly transition from left to right bank. The lobes of the figure eight should be symmetrical.

FLIGHT 3. Preparation for Landing (Flight 5). Stalls and dead stick can be introduced. Starting at a high altitude, learn slow flight. Progressively reduce the throttle while trying to maintain altitude. Keep slowing until the controls get mushy with full up elevator and the plane stalls. The idea is to show how control authority decreases with decreasing air speed and to show how slow is too slow. Work towards landing approaches, getting lower as the student improves, then lower altitude and reduced throttle from both directions over the runway, then wave off.

FLIGHT 4. Takeoff, assuming student has mastered ground handling in taxi during previous sessions. This could be extended into an oblong figure eight. During earlier flights, the instructor will pass control to the student at successively lower altitude on each takeoff in order that the student gets the feel of climbing out from takeoff. Practice fast taxi without takeoff. Try takeoff when ready and in both directions. This could be done after Flight 1 is completed.

FLIGHT 5. Landing. Now comes the hot seat!

FLIGHT 6. Solo. Instructor and student to decide when to unplug the buddy box, but unassisted flight with the buddy box should be a final Primary goal. When ready, takeoff, fly and land without the buddy box connected. Instructor stands at side and offers moral support and advice if needed.

## **SAFETY TIPS**

- 1) Follow club safety rules at all times.
- 2) Have another club member safety check your brand new airplane and following any repairs prior to the first flight. Checks should include proper control movements, tight fittings and control arms, etc.
- 3) Always put your frequency pin in the frequency board before turning on your transmitter. There is no hard rule about it, but if you “shoot down” someone because you turned your transmitter on while he/she had a pin in the board, it is appropriate that you pay for any damages done to his/her airplane.
- 4) Always conduct a range check with your antenna down at about 50-75 feet to ensure that your batteries are up and that your radio is working properly. If you have an Expanded Scale Voltmeter (ESV), check your receiver battery frequently. Note your battery condition on the battery power meter on your transmitter and keep it in the safe range at all times.
- 5) Remove your frequency pin after each flight.
- 6) Always crank your engine at low idle.
- 7) Never stand in front of an engine that is running at full throttle.
- 8) Never stand in the plane of the propeller when an engine is running at full throttle.
- 9) Never point an airplane running at full throttle toward the pit area, or toward anyone else.
- 10) Make sure your airplane is securely restrained when you crank it and that the throttle is at idle.
- 11) Never fly over the pilot boxes or the pit area. You should always keep your airplane beyond a plane on the pilot's side of the runway edge.
- 12) Always announce to other pilots your intention to move your airplane onto the runway for takeoff and when you are ready to land.
- 13) Always let other pilots know when you have to walk onto the runway to retrieve an airplane and when you have cleared the runway.
- 14) Airplanes that are “dead stick” have the right of way for landing.
- 15) If you find your airplane in an out of control condition, intentionally crash it in a safe place before you allow it to crash into someone or something that it can damage.
- 16) Fly safely at all times, and have fun doing it!