

## Welcome to the Butler Aircraft Modelers Society Pilot Second Class Wings program.

To our new student pilots: Plan on attending both **Tuesday** and **Thursday** evening training sessions, when possible, in order to facilitate the learning process. After all, it might be said that repetition is the "mother of all skill". Experience has shown that it takes twelve to fifteen training flights to successfully solo. It has also shown that the forward progression of skill can actually be a regression if too much time elapses between training flights.

In order to make the best use of their time, the flight instructors will give priority to those students that are the most consistent in attendance. Too many missed training sessions can turn your "wild blue yonder" dreams into a, "I don't think I'm ever going to fly" disappointment.

New students that join after early July may not have sufficient training sessions remaining to gain their "wing". *Flight instructors will assist these students as time allows, but will give priority to those who started earlier, in order to assure you graduate this season.*

### **Wing Program Overview**

Learning to fly a model airplane involves more than the ability to control the model in flight; it's important that the pilot operate the model safely and responsibly as well. Listed are the requirements to obtain your "wings" and the other information you'll need for the safe operation of model aircraft on the ground as well as in the air.

**Second Class Wing Requirements** This is a test of your ability to handle your aircraft and not the exactness of your maneuvers. You will be judged on how well you handle aircraft. Maneuvers must be performed with control and confidence. **The candidate for "Pilot Second Class" will perform the maneuvers in front of (2) judges (two flight instructors or, a Club officer and a flight instructor).**

### *Solo Flight Tasks*

Take-off (includes pre-flight tasks and safety checks).

Two loops.

Low fly-by.

Landing and taxi-back to the flight line.

Upon successful completion of the flight, the student will be presented with a "Pilot Second Class" certification card signed by the judges. At the next general Club meeting, you will be presented a pair of "wings" to recognize your accomplishment.

### **Model Aircraft Airworthiness Requirements**

All model aircraft flown at the BAMS airfield must comply with the AMA requirements. In addition, all aircraft may be subject to inspection. *Any model deemed unsafe by the majority of members present, and/or by the flight instructor, will be denied permission to take-off.*

### **Pre-flight Check List**

1. Both transmitter and receiver battery packs are fully charged.
2. Check servo output are screws for tightness.
3. Check all hinges with a gentle tug.
4. Check all clevis, bolts, screws, nuts, and any other moving device to see that they are securely fastened.
5. Check to see that the control surfaces function freely and in the right direction.
6. Engines must be equipped with a silencer muffler that complies with the AMA and BAMS sound abatement guidelines.
7. Secure frequency pin that matches your transmitter, (from the pin board), and range check your radio. Only if the equipment works perfectly, should any flights be attempted.

**Always select your frequency pin from the pin board before range checking, or testing your equipment**

*Note:* Prior to each days flying, check that your transmitter settings (trim levers) are centered, and that the dual-rate switches (if equipped) are in the desired position.

### **BAMS Sound Abatement Guidelines.**

**All aircraft operating at the airfield will be required to have a sound output of 90db or less measured at a distance of 9 feet from the aircraft, with the following exceptions. Four cycle engine powered aircraft may have a maximum db level of 93 measured at 9 feet. Aircraft are normally flown at partial throttle will be tested for sound levels at 80% of the full throttle rpms., This guideline applies to both 2 and 4 cycle engines alike.**

### *Before Going to the Field*

Flight batteries are fully charged.

Radio Transmitter- *don't leave at home.*

Charged Ni-Cad starting battery.

Fuel and fuel pump.

Tools to tighten anything that comes loose.

Extra props, glow plugs.

Rubber bands #64 - *where applicable.*

Paper towels, and spray cleaner

### **Field Equipment**

You will need a field box to hold all your fuel, transmitter, starter and battery as well as, tools for tightening and making adjustments. Use a good quality 5% or 10% nitro fuel. *The BAMS offers fuel at a significant discount to its members.*

### **Safety Guidelines**

Each member of the Academy of Model Aeronautics should have a copy of the membership manual. Familiarize yourself with the *AMA National Model Aircraft Safety Code* and the *AMA Safety Recommendations* found within the pages of the AMA membership manual.

### **Safety Rules**

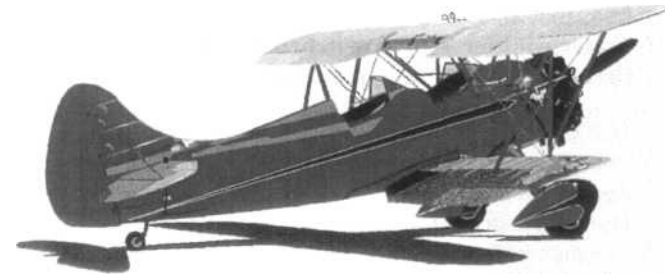
*Note:* Compliance to these safety rules is the responsibility of each participant.

1. The AMA Safety Code will be displayed when the field is open for flying.
2. Fliers operating models must display AMA membership cards for easy identification.
3. All transmitters must display an AMA approved frequency flag.
4. **No transmitter will be switched on without first obtaining the frequency pin** from the pin board, and placing it on the transmitter.
5. Mufflers are required on all model aircraft.
6. Testing of engines will be performed in a designated area.
7. Flying is restricted to Club members, and guests accompanied by a Club member. It is the responsibility of the host member to insure that the guest is familiar with all Club rules and regulations.
8. Spectators are welcome, but must remain behind the fence.
9. Cars must be parked in designated areas only.
10. **No flying is permitted before 9 a.m. Monday through Saturday, or before 1 p.m. on Sunday.**



### **Flight Rules**

1. Before taxiing to the take-off position, pilots will check to be sure no aircraft is on final landing approach, and will announce to all pilots with airborne aircraft, his or her intention to take-off.
2. Take-off and landing must be made on the active runway.
3. All pilots will stand in the pilot box for the prevailing wind direction. Only pilots, instructors and spotters are permitted in the pilot box.
4. A landing aircraft has the right-of-way. A dead stick aircraft or sail plane have the right-of-way over all other aircraft. A pilot making a landing will announce the fact for the other pilots to hear, and then step forward to the flight line.
5. There will be no flying over the pits, the spectator area, or where people have gathered. No aerobatic maneuvers will be performed on the west side of the flying field.
6. Flight operations will stop during electrical storms.
7. A pilot with a disabled aircraft on the field will announce to the other pilots, his intention to recover the model to the pit area, for repairs and adjustments.



Your Student Pilot Handbook will be a valuable guide throughout the course of your flight instruction. Bring it to each training session; refer to it often, and keep track of your progress with the enclosed *Flight-Log*.

Good Luck, and Happy Flying.