

## DMFC's Training Programme: (Issue1.2)

The objective of this scheme is for members to achieve the skills necessary to fly a fixed wing model aircraft safely and without the need for supervision.

The procedure:-

1. Book an appointment with one of the club's Instructors. (see Contacts page)
2. Gain an understanding of the safety and legal responsibilities of flying a model aircraft with particular reference to the BMFA Handbook (see BMFA web site) and the club's own Safety Rules.
3. With the Instructor, become familiar with the functions of a transmitter and its relationship to the control over a model aircraft and how the 'Buddy system' linking two transmitters operates. (see **Note**).
4. With the model (either club or student's) on the ground, the Instructor will talk the student through the process for a safe flight including pre-flight procedures and 'hand-over' instructions of the model when in the air.
5. The Instructor will then take the model off and fly a simple circuit to demonstrate what he/she is wanting the student to achieve initially.
6. The Instructor will then transfer control to the student after first ensuring he/she is happy with the situation.
7. The student will then attempt to fly a similar circuit noting that for some time control may be repeatedly taken back by the Instructor to ensure the safety of model and surrounding environment.
8. The Instructor will then land the aircraft and discuss the flight with the student and address any concerns raised.
9. Procedures 5.6.7 and 8 will then be repeated until such time as the Instructor believes the student can fly circuits both left and right handed without having to take back control. NOTE this may take many sessions over several weeks or even months depending on the student's speed of learning and the availability of suitable flying weather.
10. Once para 9 has been successfully performed the student will be invited to undertake the Take-off procedure including requesting permission of other nearby pilots. NOTE: The initial Take-off may be performed from a 'full throttle' start to minimise ground handling problems.
11. Following success of para 10, the Instructor will then demonstrate the landing procedures including: advising other pilots of intention, downwind leg control with reducing speed, turns and final leg approach down the middle of the runway but without landing.
12. Control will then be handed to the student who will attempt to copy the manoeuvre, just to maintain a low and level flypast down the runway without actually landing.
13. Once para 12 has been repeatedly performed to the Instructor's satisfaction the student will be invited to attempt a landing of the aircraft. NOTE. Control may be taken back by the Instructor if he/she, or the student is not satisfied that the landing will be safely completed.
14. Once para 13 has been repeatedly performed to the Instructor's satisfaction the student will then be asked to undertake several flights including Take-offs, left and right hand circuits, figure of 8's and landings. NOTE: These will still be with the 'buddy system' in place.
15. Once para 14 has been successfully completed the Instructor will introduce the procedure for a 'dead-stick' landing for the student to undertake and practise.
16. Once para 15 has been successfully completed and at the Instructor's discretion the student will be invited to perform several flights without the 'buddy system'.
17. Finally, provided the Instructor is satisfied with these flights and the student's understanding of the legal and safety issues of our hobby, he/she will be advised that they are welcome to fly solo within the DMFC.

- Note:**
1. The introduction of models with 'Safe Technology' may, at the Instructor's discretion, remove the need for a 'Buddy System' to be used.
  2. A Junior Member under the age of 14 must remain supervised at the flying field by their legal parent/guardian.