

1. Purpose:

- a. This policy document is to define how **flight training** is conducted at the Chino Valley Flyers (CVF) club.
- b. **Skills Training** for club members shall be discussed in this document.
- c. **Checkouts** for new members and guests shall be defined in this document.
- d. **Refresher** Training for existing members shall be discussed in this document.
- e. **New Type Transition** training will be discussed in this document.

2. Applicability:

Flight training is provided to new members to get them started in the RC flying hobby. It is the goal of the club to teach good flying procedures and enable the new member to enjoy the hobby with basic flying skills to start, and to conduct RC flight with safety.

All new members that wish to participate in RC Flight Training must adhere to this policy. The club's voluntary flight instructors, along with the Chief Flight Instructor will ensure the students' adherence to this training policy.

To be eligible for this CVF Flight Training program, the student must be a bona-fide member of the Chino Valley Flyers club. Club dues must be current, and AMA membership must also be current.

3. Instructors:

The Chief Flight Instructor (CFI) is an appointed position, the CFI shall act as chairman of the flight committee and appoint committee members as deemed appropriate. The Chief Flight instructor shall qualify members to be flight instructors; post a list of qualified instructors for member contact in an appropriate place; and shall be responsible for maintaining the club's flight training equipment in good order.

The instructors must be AMA designated as IPM instructor (Introductory Pilot Mentor) to be able to give instruction at CVF. Instructors will also be responsible for repairing the training equipment. The instructors have discretion to teach the students how to repair any damage.

IPM instructors can teach new students not yet having AMA membership on a "buddy box" for a period of 90 days, as stipulated by AMA. CVF will use this ability for purposes of "orientation flights" on prospective members not yet having AMA insurance. A maximum of 3 orientation flights will be offered to any one person.

4. Flight Training Curriculum:

Flight Instructors will follow the *AMA Introductory Pilot Program* document.

Students will be taught electric RC aircraft handling and flight safety, and basic RC flight maneuvers. Students are encouraged to purchase their own training aircraft prior to reaching the take-off and landing phase of flight training. See "Equipment", below.)

Once a student purchases their own training aircraft, take offs and landings will be taught on the student's aircraft. It is also encouraged that students use a commercially available Flight Simulator (such as Real Flight) to augment their actual flight training.

Students are encouraged to purchase a training aircraft and transmitter similar to the clubs' equipment for a seamless transition in training. (A high wing single engine, nose gear equipped airplane). Different equipment may nullify previous training.

Flight training will be offered for a period of up to 90 calendar days under this program (extenuating circumstances approved by the Chief Flight Instructor may allow extending this time somewhat). If the student is not proficient enough to "solo" after that period, the student will need to assess his/her aptitude for this activity (some students will just not have the aptitude required).

5. Equipment:

Chino Valley Flyers club equipment currently consists of E-Flite Apprentice training aircraft controlled via Spektrum radios using a wireless "buddy box" system.

Students are encouraged to purchase a training aircraft and transmitter similar to the clubs' equipment for a seamless transition in training. (A high wing single engine, nose gear equipped airplane). Different equipment may negate previous training, especially if the student's aircraft is not of a trainer type.

We have found this combination of aircraft and radio to be relatively affordable, capable, and easy to repair. Also, many hours of learning and enjoyment can be had with this combination once training formally ends.

6. Skills Training:

The Chief Flight Instructor and/or his designated flight instructors shall offer a once/quarter Skills Training class (more often if requested by members), to help improve the overall flight skills level of the club. This class will be open to all members in good standing that want to participate.

The focus of the class will be to teach or refresh flight skills in more advanced areas:

- windy conditions flying
- crosswind landings
- proper use of rudder during take-off and landing
- downhill landing on CVF's sloped runway

*Any other problem areas the member may wish to focus on

7. New Pilot Checkouts:

New members and guest pilots bring an unknown flying skill set to the club.

In order to have a modicum of safety, the skill set of a new member pilot, or a walk-in guest pilot, shall be assessed. Guest pilots in the company of a member pilot do not need a checkout; the member pilot is responsible for the guest pilot. The CFI or his designee will have the new member pilot or guest demonstrate his safe handling/flying of his aircraft by performing the following maneuvers;

-Take off, holding the runway heading (not drifting left or right appreciably). Fly a traffic pattern (see figure below) around the field, then making a landing, staying on the runway and not drifting off the runway surface. Repeat twice more, for a total of three take offs and landings in the pilots' preferred direction.

- On one of the patterns around the field, perform a figure 8 turn (see figure below), maintaining a steady altitude. This will demonstrate the ability to make left and right turns during flight.

-If the new member pilot or guest pilot can perform these maneuvers adequately, in the opinion of the CFI or his designee, he may then fly solo. The instructor will sign the backside of the membership card upon successful checkout.

-If the new member pilot cannot perform the maneuvers adequately, in the opinion of the CFI or his designee, he will be directed to Flight Training with the CFI or his designee until he can successfully complete the checkout flights. In the case of a guest pilot, he will not be permitted to fly.

Figures:

Field Flight Pattern example (direction dictated by wind direction):

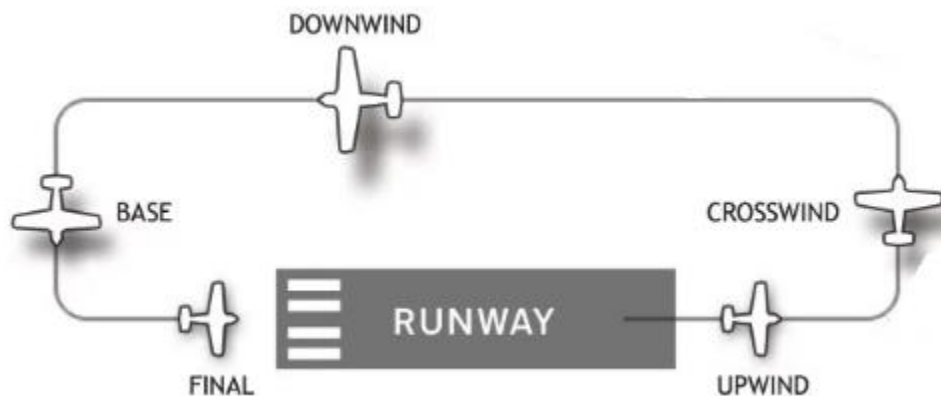
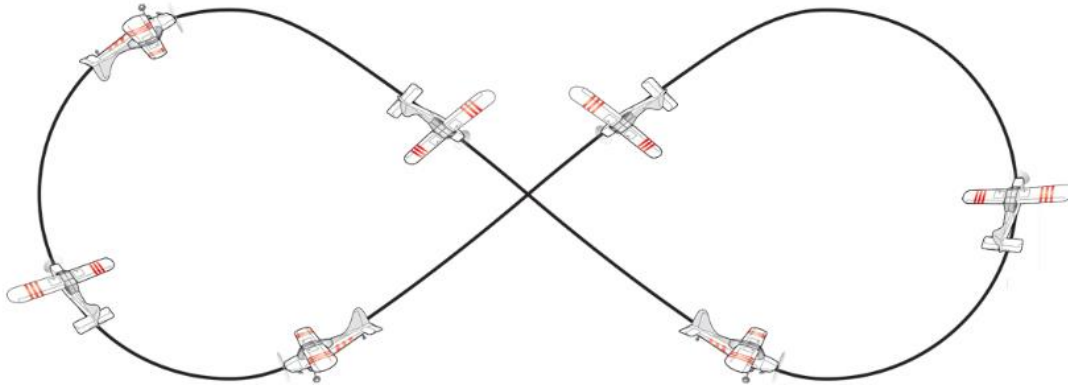


Figure "8" example (plan view):



8. Refresher Training:

If a member pilot incurs an *egregious safety incident* (defined as crashing into the pits, or crashing into the driveway i.e. crashing south of the runway into the red no-fly zone), he will be referred to Refresher Flight Training by any Officer of the club. The purpose shall be to identify the gap in skills that led to the safety incident, and working with an instructor pilot to remedy them. Refer to the Field Map for the red no-fly zone.

A successful New Pilot Checkout will need to be conducted to return the member pilot to unrestricted flying status. The instructor will sign the backside of the membership card upon a successful checkout.

If a member pilot refuses to participate in Refresher Training, his flying privileges will be suspended until he agrees to and successfully completes a New Pilot Checkout.

Two *egregious* safety violations in a 12 month period will result in a mandatory review of flight status by the Board of Directors.

The Chief Flight Instructor shall keep accurate records of new members checkouts, egregious flight safety violations, and Refresher Training taken by members.

- a) Member pilots experiencing an egregious safety violation due to a "technical failure", not a gap in flying skills, shall conduct a failure analysis and submit in writing to the CFI their findings. The safety violation will still count towards the 2 in 12 months threshold, but will not require refresher training.

9. New Type Transition Training:

Members transitioning to an entirely new type of aircraft, different from what they are used to flying, are *encouraged* to seek out a flight instructor or checkout pilot familiar with the new type of aircraft they desire to fly. (example; from a high wing tri-gear trainer to a low-wing tailwheel warbird)

The flight instructor or checkout pilot should be able to coach the member in the differences and characteristics to expect from the new type of aircraft. It is the goal to minimize crashes during the transition to this new type, especially egregious safety violation type crashes.

Revisions:

Rev.	Description	Date	Author
0	Initial Release	2 DEC 2021	B. Gilbert
1	In paragraph 1, added sub-paragraphs b through e. In paragraph 4 added suggested training hours. Added paragraphs 5 through 9. Added paragraph 8. a)	13 SEP 2023	B.Gilbert
2	Added Chief Flight Instructor duties under "3. Instructors".	Nov 21, 2023	B.Gilbert