Trainee Pilot Log Book

Trainee .....

Bairnsdale & District Model Aero Club Inc

Trainee Log Book

Purpose

This log book has been provided to assist you with your learning to fly to 'Bronze Wing* Standard in as short time as is possible. By achieving this standard you will have reached a level of proficiency that will be acceptable and allow you to fly solo at all VMAA/MAAA affiliated flying fields.

Layout

The main section of the book is the actual log. The object is to compile the trainee flight history for each training session. The trainee compiles the required detail for each flight and at the end of the session the instructor records comment relating to the trainees level of achievement as well as any aspect that requires more time to achieve the necessary standard. This record serves a number of purposes:

- Provides the trainee with a written assessment of achievement as well as any particular area which requires more training.
- Provides the trainer with a reminder of the level of achievement and what aspects the student requires more tuition or time.
- Provides alternate instructors with the required information to continue training as the same level the trainee has reached.

Note: * *Bronze Wings are awarded for demonstrated flight proficiency for Electric powered Models and Silver for Methanol or Gas Powered Aircraft. Where the term Bronze is used it applies equally to Silver Wings.*

Required Manoeuvres

To be Bronze or Silver Wing accredited the trainee must be able to competently demonstrate the following capabilities.

1. Dexterity – locate all transmitter control quickly and without fumbling
2. Theory – name major components of the aircraft and define functions and effects of the controls.
3. Carry out a airframe and pre flight check.
4. Take Off
5. Trim the aircraft in flight
6. Procedure Turns – clockwise and anti clockwise.
7. Figure Eight - inward or outward.
8. Rectangular circuits – clockwise and anti clockwise.
9. Approach and landing
10. Simulated dead stick landing

The assessment is conducted in one session.
The numbers used against the above activity are used throughout this log.

You principal instructor is .....

Phone.....

Instructor
When recording comments use the above exercise numbers together with the following codes together with brief helpful student notes, e.g. Raise nose more in turns

NMP = Needs more practice
ANR = Adequate but need refreshing
Pass = Consistently performs as required

Notes

Using Your Radio Transmitter

If your equipment is relatively new then your transmitter will probably transmit on 2.4 gHz. Historically this frequency has alleviated nearly all the problems associated with the earlier generation 36 mHz systems . If you intend using other than 2.4 then ask your instructor to explain the protocol.

Transmitters
It is quite safe to and if fact desirable to charge transmitters overnight using the supplied 'wall' charger – the output of these chargers is relatively low and you will not overcharge the battery if you regularly charge it the night before flying. The same applies to receiver batteries when they are NiCad or Nickel metal hydride.

Batteries other than NiCad or NiMH.

Due to the fire risk Lipo batteries should never be charged while in the aircraft, nor should they be charged unattended. LiFe or A123 do not necessarily need to be removed but ensure that the correct chemistry is selected on the charger.

The Aircraft

When setting up a new plane an important check is to 'Range Test' the transmitter. (In fact this test should be carried out regularly). The test is to assure that the transmitter output has not diminished. Switch on the transmitter and receiver - then press the 'Bind' button (refer to your Transmitter handbook or ask you Instructor). Under normal circumstances you should be able to move more than 30 paces while facing the aircraft and still be able to move the controls without them chattering. If you can't achieve this distance refer to your instructor.

Setting The Failsafe

Together with your instructor ensure that the fail safe function of your transmitter is and has been correctly set.
'Fail Safe' directs the receiver to carry out specific actions in the case of a loss of radio communication. - it is usual that this is for the motor to return to idle and controls return to their neutral setting. This needs to be tested on the ground with the aircraft restrained.

Setting the Engine Cut

It is extremely important that you are able to either shut down a motor or engine from the transmitter. For fuelled model this can be done using the trim lever or electronically via a dedicated switch.
For electrically powered aircraft you **must** be able to isolate the motor from the throttle lever - usually this is via a switch. This is a serious safety precaution. It has been regularly, and well recorded that pilots have been injured while working on or carrying models to the flightline just by inadvertently bumping the throttle.

Date	Flight	Exercise	Instructor Comment End of Day

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