

New Pilot Training Agreement Between

(Student Name)

And

The Highland Lakes Flyers

The sport and hobby of Radio Controlled Model Aircraft is enjoyable and challenging. However, it also has inherent risks, such as injury from hot engines or propellers rotating at high speed. An out-of-control aircraft can cause serious injury or death and/or cause considerable property damage. Therefore, learning to fly a model airplane in a controlled and safe manner is an important responsibility for any new pilot trainee (student). To assist in this learning, the Highland Lakes Flyers (HLF) Safety Committee has developed a formal program for training new pilots.

The purpose of this document is to outline what the student and the New Pilot Instructors should expect of and commit to each other. Added to this document are the criteria that are used, in part, to instruct the student and to determine the student's readiness for independent flight.

Initial Criteria and Costs:

- The HLF does not charge for new pilot training. The student must provide the equipment necessary to learn to fly. This includes an appropriate transmitter, fully equipped trainer-type model aircraft (see further description below), ground equipment for the type of trainer selected (fuel vs. battery powered) and, in some cases, a "buddy box" and/ or a buddy box cord. A flight simulator is highly desirable. New equipment may cost \$500 or more. Assistance in selecting equipment will be provided, if requested. Finally, the student must be a member of the Academy of Model Aeronautics (AMA) and an HLF member before training can begin

Safety Inspection:

- The student must provide a fully assembled, suitable model aircraft prior to beginning training. Instructors and other club members will provide advice and reasonable assistance, if and as needed. The AMA also provides an excellent Internet resource for new pilots, www.masportaviator.com, which may assist them in assembling their trainer
- The student's initial instructor or another member of the Safety Committee will conduct a thorough inspection of the model prior to allowing it to be flown at the field. A test pilot and the instructor, if different, will fly the model to adjust its trims and controls
- No new or new-to-the-pilot or previously crash-damaged aircraft may be flown at the Club field until it has been safety inspected

AMA, HLF and Safety Rules:

- The student is expected to read, understand and follow the AMA and Club operating and safety rules. Instructors will reinforce these rules, as necessary, during all training sessions. Knowledge of and adherence to all rules is required prior to completion of training

Time Commitment:

- Learning to fly a model aircraft is a complex task which usually takes a considerable commitment of time and effort on the part of the student and instructors
- The student and current instructor should agree in advance on the days and times they will meet for training and practice. It is desirable that training take place at least two days per week, and preferably more often
- The student is expected to be at the field and have the trainer ready to fly by the agreed upon time

- Instructors have other interests and/or commitments while at the field and cannot devote full time to instruction. In some instances, the student may be asked to fly with a different instructor
- It is understood that weather or personal circumstances may require changes to the schedule and the student and instructor should have a communications plan in place in the event a schedule change is required

Loss of Aircraft:

- Almost all flight instruction will employ a "buddy box". This allows the instructor to control the aircraft to the extent required by the student's skill level at any given time. It also allows the instructor to take over if the student cannot safely control the model. The instructor will make every effort to save the student's trainer, if possible, when the student is at risk for losing control. The instructor will not be able to prevent damage to or loss of the student's aircraft in every instance
- It is the nature of the hobby that model aircraft are regularly damaged or destroyed. This occurs more frequently with less experienced pilots, but all pilots occasionally lose aircraft. During training, this is most often due to unrecoverable student error, but mechanical failures and changing flight conditions also take their toll. Neither HLF nor its instructors can accept responsibility in the event the student's model aircraft is damaged or destroyed

Trainer / Equipment Specifications:

- The student must provide a trainer-type radio controlled fixed-wing model aircraft, radio and support equipment that is suitable for flying at the club field and acceptable to the Safety Committee. The aircraft must pass safety inspection and the radio must be suitable for buddy box linkage. The model's receiver and transmitter must operate on either the 72mhz or 2.4ghz frequencies approved for model use by the FCC. The Safety Committee reserves the right to refuse to provide instruction with any aircraft it does not deem suitable for the purpose
- The student is strongly urged to provide a trainer that includes all four primary controls (ailerons, elevator, throttle and rudder) and landing gear. For ease of learning, it is further recommended, but not required, that the trainer have tricycle landing gear (as opposed to a "tail dragger" configuration). The Safety Committee will offer suggestions for suitable trainers and flight equipment if the student has not yet purchased his or her trainer
- The student is encouraged to have a "backup trainer," if finances allow. This will permit instruction to continue uninterrupted in the event the student's primary trainer is seriously damaged or lost. The student's instructors will provide advice regarding this trainer
- The student is highly encouraged to purchase a flight simulator and to use it regularly. It will help advance flying skills and reduce the probability of damaged or lost aircraft due to loss of control. The student's instructors will provide advice regarding a flight simulator

Flight Certification Restrictions:

- Should the student choose to learn on an otherwise suitable model that is lacking one of the controls (typically, rudder or ailerons) and/or does not have landing gear (typically, a glider), at the completion of training his or her Club flying privileges will be limited to that type of aircraft. Additional buddy box training will be required if the member should subsequently desire to fly aircraft with the additional primary controls and/or wheels
- Battery and liquid fueled aircraft fly similarly, but by no means identically. Additionally, preparations for flight readiness and certain safety considerations differ markedly. If the student learns on one type of aircraft and, after graduation, chooses to fly another type (for instance, the student learns on a glow fueled model and later acquires an electric model), prior to flying it, he or she will be expected to seek instruction and counsel on its proper and safe preparation and operation from a qualified Safety Committee member. Buddy box linkage is not required, but the Safety Committee will provide such assistance, if requested

Instructor Rotation:

- The Safety Committee will assign the student's instructor and intentionally rotate the student through as many instructors as practical during training. This will help the student by providing different ways of explaining and visualizing the necessary skills and prevent overloading individual instructors

Graduation:

- The Safety Committee will use the attached New Pilot Training criteria, in part, to determine the student's readiness for independent (solo) flight. Learning to fly a model aircraft is a complex and difficult skill for most individuals and individual learning curves will vary considerably. Not all students will solo in the same timeframe or with the same number of lessons. Also, readiness to fly a model aircraft solo is a qualitative as well as a quantitative assessment. Ultimately, the consensus of the Safety Committee that the student is ready to fly solo will be based on objective criteria and the Committee's judgment that the student can smoothly, confidently and safely pilot a model aircraft

I have read, understand and agree to the above commitments and understandings:

Student Signature (Parent or Guardian, if under 18 years of age)

Date

For the Safety Committee

Date

- c - HLF Secretary
- HLF Safety Officer
- Student