

Wintonbury Flying Club *Training Guide*

2003 Edition

Welcome to the Wintonbury Flying Club!

This is your flying training guide for the novice pilot. You will be assigned an experienced instructor to help train you to become confident enough for solo flight. You will have mastered by then the four (4) basic steps to solo flight.

It will be YOUR RESPONSIBILITY to contact your instructor prior to coming to the field to fly. If your instructor is not available, there are usually other instructors at the field, especially on weekends. Try to be patient with them as they have other students and also want to fly their own planes as well. **We suggest that you do not solo fly your airplane until you have completed your flight training course.** The time learning to solo may vary. We have seen young people with good hand and eye coordination learn in as little as five flights, while I have seen other students struggle for months. It generally depends on the amount of practice time that you have available. Your first solo flight will be one that you will always remember.

The type of aircraft you choose is also a very important choice to make when learning to fly. You should have a basic four channel trainer. Usually a forty size aircraft with a wingspan of fifty to sixty inches and with a lot of dihedral. There are many of these aircraft on the market these days in both kit build or ARF. If you haven't chosen a plane yet, your instructor will be glad to help you make the selection that is right for you. You should also have a radio that will accept a training cord from your instructor's radio. The trainer cord will allow your instructor to give or take control of your airplane at the flip of a switch. This switch control on his radio will help save the loss of your airplane while training to fly especially at lower altitudes.

You will have received a list of the club's rules and regulations. Please review these rules carefully. If you have any questions, your instructor, or any other club member will be glad to help you. I would like to review two of these important rules:

1. Never, ever turn on your transmitter until you have posted your frequency pin on the appropriate channel on the frequency board.

Example - If your radio is turned on and someone else is flying on the same channel they will lose control of their plane and you will be at fault.

2. Never fly over the pit area where all the people are standing and their cars are parked. Even if your plane is out of control, attempt to direct it away from the pit area and to warn others of incoming danger.

Following are the four basic steps you will learn:

1. Learning level flight and turns.
2. How to set and hold headings.
3. Taking off.
4. Approaches and landings.

Step one - Learning Level Flights and Turns

It's not as easy as it sounds. As the plane gets further away from you and at altitude it will become smaller and will be more difficult to see what it is doing. Your instructor will have taken your plane off and trimmed it for straight and level flight. You will take control and asked to make some left and right turns while staying in control and not losing or gaining significant altitude. Note - When you complete your successful turn around and the airplane is coming at you your left and

right are now reversed. Your instructor will teach you how to handle this. Once you have mastered step one you will then go on to Step 2.

Step 2 - How to Set and Hold Headings

The objective of heading control, is to learn to point the airplane where you want it to go under complete control. You will be shown how to fly to various parts of the field within boundaries and to return. You will be shown how to fly over the runway and fly your airplane safely.

Step 3 - Taking-Off

The objective of this step is learning to taxi, take-off, and gain altitude to a safe flying pattern. Taking-off can be one of the most exciting part of flying as well as the most dangerous. You will be shown how to take-off straight and under control, gradually gain altitude, and then make your first turn away from the pit area to make your flight.

Step 4 - Approaches and Landings

This step is designed to teach you how to learn approaches and successfully land your plane on the runway. Landing can take the longest to learn and is the most critical, so stay patient. This is when your plane gets the slowest and lowest to the ground. Good landings start way back in the pattern and approach headings, long before touch down. Take your time to learn this part well, it will be worth it! A good landing is the perfect ending to a successful flight and the chance of taking your plane home in one piece.

Please ask your instructors questions. There are NO stupid questions. The more you learn now in training the better you will become in the future. Good luck and happy flying!

Ray Zisa,
Director of flight training.