



TRAINEE PILOT LOGBOOK

M.A.A.A. Inc. - TRAINEE PILOT LOGBOOK

INTRODUCTION: This logbook is designed to be used in conjunction with a pilot training system as set out in the MAAA Inc. Flight Instructor's Manual, as conceived by Mr. Bob Young of Silvertone Electronics, past-President of the Radio Control Aircraft Society of N.S.W. The sequence of this logbook follows that of the manual and throughout this logbook reference is made to the appropriate section of the Flight Instructor's Manual. As you progress through your training it will be recorded and signed-off by your Instructor. At the end of each section your Instructor will test your proficiency at that particular section and certify a pass to enable you to proceed onto the next section, with the award of Bronze or Gold Wings being the ultimate aim.

BRONZE WINGS. The Trainee Pilot must demonstrate COMPETENT BASIC SKILLS in those aspects of R/C powered aircraft flying, as set out in pages 2, 3, 6, 7, 8, 12, 13 and 14 of this log book, to the satisfaction of the Trainee Pilot's club, which is in turn, responsible for the award of the Bronze Wings (obtainable from the State MAAA Inc. Affiliated Body) to the Trainee Pilot.

GOLD WINGS. Upon completion of your training your Instructor will complete the certificate section on the last page of the logbook to the effect that you have successfully completed your full instruction course and demonstrated a degree of proficiency necessary to be awarded the MAAA Inc. Gold Wings for R/C flying . Upon submission of this certificate together with the prescribed fee to your MAAA Inc. affiliated State Body you will be awarded your MAAA Inc. Gold Wings .

TRAINEE PILOT'S NAME: **CLUB:**

ADDRESS: **MAAA Inc. No:**



MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA INC

MEMBER OF THE FEDERATION AERONAUTIQUE INTERNATIONALE

GOVERNING BODY FOR MODEL AERONAUTICS IN AUSTRALIA - A MEMBER OF THE AUSTRALIAN SPORT AVIATION CONFEDERATION (INC)



TRAINEE PILOT LOGBOOK

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PRE-FLIGHT TRAINING

- 1. DEXTERITY TRAINING:** Using blindfold, Trainee Pilot must be able to locate all the transmitter controls quickly with no fumbling.
- 2. THEORY:** Trainee Pilot must be able to name all major components of aircraft and define functions including effect of controls.
- 3. AIRFRAME & PRE-FLIGHT CHECKOUT:** Trainee Pilot should be fully acquainted with and proficient at demonstrating this important aspect of flying operations. (See Section 3.2 in MAAA Inc. Flight Instructor's Manual).

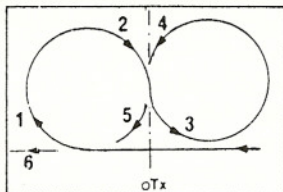
NOTE: Dexterity training has, in the past, been overlooked and this has become obvious by the lack of awareness of the difficulties Trainee Pilots face in merely handling the transmitter controls. Consequently, some basic form of finger exercises should be given in order that controls can be located automatically and without distraction. Too often the Trainee Pilot is preoccupied in locating the required control instead of flying the aircraft. This is particularly important in co-ordinating the double axis controls.

Training Dates	Results	Instructor's Signature
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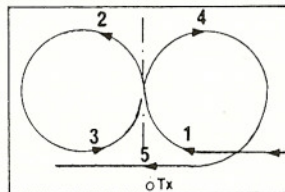
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PRELIMINARY FLIGHT TRAINING OUTWARD & INWARD FIGURE EIGHTS.

MAAA Flight Instructor's Manual Section 3.5.1 through to Section 3.5.4.



Outward Figure Eight - Fig. 1.



Inward Figure Eight - Fig. 2.

Training Dates

Results

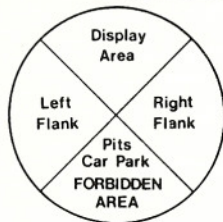
Instructor's Signature

Date Tested

Result

Instructor's Signature

PRELIMINARY TRAINING FLYING IN DIFFERENT QUADRANTS OF THE SKY



MAAA Flight Instructor's Manual Section 3.1.7 through to Section 3.1.11.

NOTE: The Trainee Pilot should be fully acquainted with the requirements of Civil Aviation Order 95.21 in relation to ceiling heights of flying operations, the allowable distance to fly from or over people, buildings, etc. Remember, the Civil Aviation Order is enforceable at law.

Training Dates

Results

Instructor's Signature

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Date Tested

Result

Instructor's Signature

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PRELIMINARY FLIGHT TRAINING - RETRIMMING & ORIENTATION.

MAAA Inc. Flight Instructor's Manual Section 3.6.1 and Section 3.9.1 through to Section 3.9.3.

NOTE: Instructors should demonstrate flying aircraft both in and out of trim and the degree to which all flying exercises can be simplified with the correct application of trim control. Reference should also be made to the note on page two covering dexterity training and its application to trimming of aircraft and orientation when flying.

Training Dates	Results	Instructor's Signature
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Date Tested	Result	Instructor's Signature
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TAKE - OFF.

MAAA Inc. Flight Instructor's Manual Section 3.7.1.

With most modern model aircraft take-off should be easily accomplished. Emphasis will be made on gradual application of power while keeping the aircraft straight, and using a little elevator to lift-off, then making a gentle climb out with wings level until safe altitude is reached. The Trainee Pilot will have observed his/her Instructor take-off on a number of occasions and should be well prepared for this stage of training.

Training Dates

Results

Instructor's Signature

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Date Tested

Result

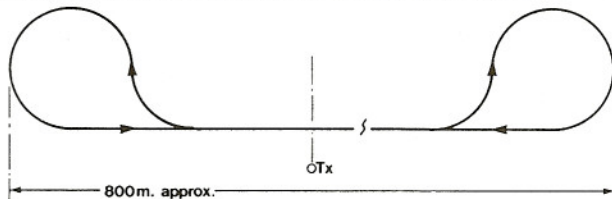
Instructor's Signature

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INTERMEDIATE FLIGHT TRAINING

PROCEDURE TURNS.

MAAA Flight Instructor's Manual Section 3.8.1 through to Section 3.8.4.



Training Dates

Results

Instructor's Signature

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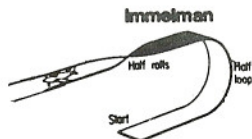
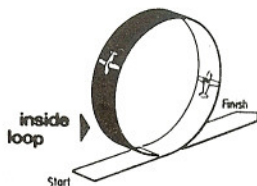
Date Tested

Result

Instructor's Signature

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ADVANCED FLIGHT INSTRUCTION LOOPS & IMMELMAN TURNS.



Training Dates

Results

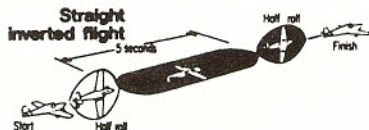
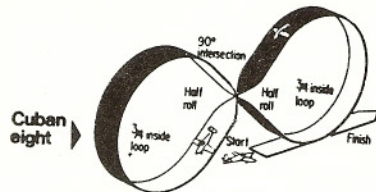
Instructor's Signature

Date Tested

Result

Instructor's Signature

ADVANCED FLIGHT INSTRUCTION - CUBAN EIGHT, THREE TURN SPIN & INVERTED FLIGHT.



Training Dates

Results

Instructor's Signature

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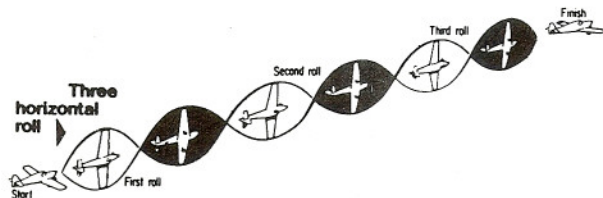
Date Tested

Result

Instructor's Signature

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ADVANCED FLIGHT INSTRUCTION ROLLING MANOEUVRE



Training Dates

Results

Instructor's Signature

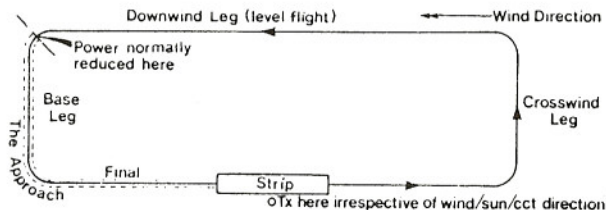
Date Tested

Result

Instructor's Signature

LANDING CIRCUITS.

MAAA Flight Instructor's Manual Sections 3.10.1, 3.10.2, 3.15.1, 3.16.1 and 3.16.2.



Training Dates

Results

Instructor's Signature

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Date Tested

Result

Instructor's Signature

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THE APPROACH - summarised:

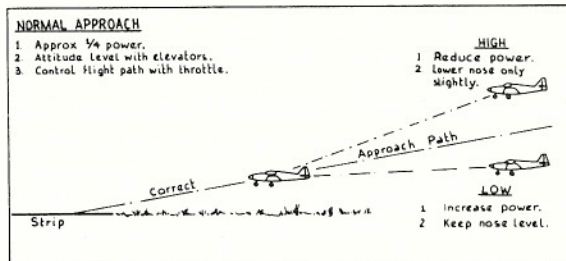
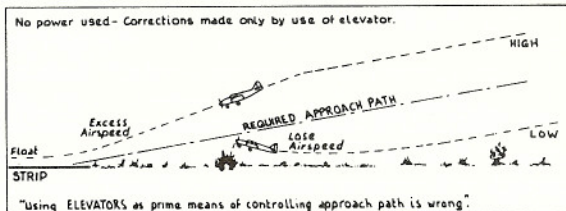
This must be understood and cannot be overemphasized to the Trainee Pilot.

- Engine Assisted - $\frac{1}{4}$ power.
- Control nose attitude and therefore airspeed with elevators.
- Use throttle to place the aircraft where you want it to be.

NOTE: It is very important that the Trainee Pilot realise that when an approach or landing becomes difficult to control and/or out of reasonable tolerance of control, that the approach or landing should be aborted and to "go around" and be commenced again rather than persisting with complex situations which may not be controllable.

Safe operation is vital p.t.o.

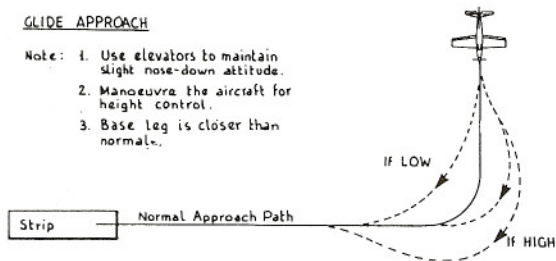
APPROACHES & LANDINGS



APPROACHES & LANDINGS continued.

GLIDE APPROACH

- Note:
1. Use elevators to maintain slight nose-down attitude.
 2. Manoeuvre the aircraft for height control.
 3. Base leg is closer than normal.



COMMON APPROACH FAULTS:

- a. Downwind leg too close.
- b. Base leg too close.
- c. Excessive speed prior to or during approach.
- d. Tailwind component on base leg and/or final approach.

For wind effect on approaches and landings refer to Section 3.17 of the MAAA Inc. Flight Instructor's Manual.

Training Dates

Results

Instructor's Signature

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Date Tested

Result

Instructor's Signature

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MODEL AERONAUTICAL ASSOCIATION of AUSTRALIA Inc.

Certification of Pilot for the award of MAAA Inc. Gold Flying Wings.

This is to certify that: (Name)

of: (Address)

MAAA Inc. No: Club:

has demonstrated a degree of proficiency in radio controlled flying of model aircraft to be awarded the MAAA Inc. Gold Flying Wings.

Signed: Date:

Instructor's Name: MAAA Inc. No:

Address:

This form should be forwarded together, with the prescribed fee, to the MAAA Inc. affiliated State Body in your State for processing and award of the MAAA Inc. Gold Flying Wings.

Please complete the rear of this form for MAAA Inc. record and statistical purposes.

TRAINEE PILOT INFORMATION SHEET

Name of Trainee Pilot Age: MAAA Inc. No:
Club: Type of Aircraft used:
Brand of Radio Equipment: No. of Channels: Motor used:
Control Functions used on training aircraft:
Builder of Aircraft: Scratchbuilt/Kit/ARF: Covering/Finish:
How introduced to R/C Model Aircraft:
Have you flown Control Line or Free Flight Models: How Long:
What categories of R/C Aircraft Interest you: 1: 2: 3:
Are you interested in competition flying: To What level:
How many lessons did you take to gain your Gold Wings: How long did it take:
Winter or Summer: Did you first obtain your Bronze Wings: Easy/Hard:
When and Where did you obtain your Bronze Wings:
Any other Comments:
..... Signed: Date:

THE M.A.A.A. Inc. PILOT TRAINING PROGRAMME

This Training Programme was originally conceived by Bob Young, of Silvertone Electronics, also past President of the Radio Control Aircraft Society of N.S.W. He has contributed to the sport of flying radio controlled model aircraft for many years. Below are some of his contributions and achievements:

1955 - First flew single channel R/C Aircraft. **1963** - Purchased Silvertone Electronics from John Marquette. **1965** - Flew first Australia designed and manufactured proportional R/C equipment. **1966** - Commenced production of the first Australian proportional R/C equipment. **1967** - Member of the Australian Trans-Tasman Aerobatic Team. **1968** - Designed and manufactured the first Australian narrow band R/C equipment featuring dual control facilities and frequency interlock system. **1969** - Further improved narrow band R/C equipment. Set Australian R/C aircraft speed record at the MAAA Australian National Championships at Wallacia. **1970** - Designed and built R/C equipment to operate a full-size Volkswagen TLE 1600 motor car by radio control for television commercial. Silvertone R/C equipment reviewed in American R/C Modeller magazine. **1971** - Designed and developed Silvertone "Keyboard" for frequency control at flying field to take advantage of narrow bandwidth Silvertone R/C equipment. Details published in the Australian Airborne Magazine, Nos. 1 & 2. Member of the Australian R/C Aerobatics Team competing in the first World Championships in U.S.A. **1972** - Flew first R/C helicopter in N.S.W. at Silvertone, Riverwood. **1974** - Commenced the Silvertone R/C Flying School at Kingswood, the first commercial R/C training school in Australia. Developed the Silvertone "Weightlifter" mini remote-piloted vehicle for military use. Flew All-Arms target and I.R. missions for the Australian Army. **1977 to 1981** - Designed and built robotic puppets for U.S.A. film industry use including three trips to Hollywood for film work. **1980 to 1983** - President of R.C.A.S. of N.S.W. Introduced RCAS Pilot Training Scheme and RCAS Newsletter to all members.

