

TEXAS CITY RC CLUB, INC.



INSTRUCTOR CERTIFICATION PACKAGE

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Flight Instructor Certification Program Texas City RC Club

There are several purposes of a flight instructor certification program. The first and most important is to produce a safe learning environment. Another is to insure quality instruction for the student pilots. Teaching from a standardized set of guidelines will allow a student to switch instructors or use multiple instructors without loss of continuity. Finally, by certifying individuals as instructors, both the club and students may know exactly who the instructors are. This allows TCRCC to publish a list of instructors in its newsletter.

The requirements for flight instructor certification are not complicated. Flight instructors need to be people known by the club to be reliable and safety conscious. They need sufficient experience to fly comfortably themselves. An instructor must recover a student's airplane from unusual attitudes without delay. The instructor must have the time required to help students. A flight instructor does not need to be a pattern or acrobatic competition level flier. The instructor should know how to assess overall craft's flight worthiness, check for correct CG, and to be able to adjust the engine correctly.

The Chief Flight Instructor shall certify an instructor by first knowing that person and accepting him as reliable. In addition, his experience, understanding and abiding by club and AMA rules will be key criteria in his being accepted. Once this is established, the instructor applicant will display his flying skills. The Instructor Certification authority (Chief Flight Instructor) will observe the flight skills demonstrated by the instructor applicant. A flight demonstration shall consist of the following, in any order:

1. Pre-flight inspection including radio range check
2. Taxi
3. Takeoff
4. Flying in the standard pattern in both directions
5. Horizontal figure eights showing the ability to hold relatively constant altitude
6. Loops, exiting at entry
7. Rolls, controlling altitude reasonable well
8. Inverted flight greater than 10 seconds in both directions
9. Split S
10. Immelman
11. Spin and recover
12. Fly a landing pattern in both directions
13. Land in the runway and taxi to field kill box
14. Ability to recover the aircraft from unusual attitudes

15. Ability to setup and trim a buddy box prior to and during flight (trim only)

Once a pilot can execute the above-mentioned maneuvers, he will be able to recover the student's plane from unusual attitudes. When an instructor passes certification, his name will be added to the published list of instructors. The club shall furnish the instructor with a red hat identifying him or her as an instructor.

There are several considerations for the instructor relating to general safety. The first issue above all is the safety of spectators and other flyers. The prudent instructor will take control of the student's aircraft at the first sign of a problem. This is especially true in the early stages of flight training, though it may be relaxed slightly in the later stages. Problems will include flying too near the pit area or flight line, flying towards or over the pits, flying too low, flying in unusual attitudes or in a state of disorientation. An instructor must be willing to put the safety of people first. He will protect the model aircraft when possible. The instructor needs to take control of the model at the first sign of real trouble, before the situation becomes unsalvageable. It is important to remember that lost airplanes discourage new flyers. Crashing into the pits or parking lot is even worse.

If the student's aircraft is out-of-control, protect the spectators and other pilots at all costs. Allowing another active pilot to become distracted or injured multiplies the size of the problem. The airplane is an expendable commodity compared to human lives. The instructor must be willing and prepared to sacrifice the airplane before allowing injury to other pilots or spectators. Ideally, the instructor will take control before such extreme measures are required. Should this not happen, protect the people at the expense of the model.

On the first day, teaching should be limited to the basic familiarization with the aircraft. This should involve a thorough examination of the model and an explanation of the methods of training to be used. It is essential that the student understand the functions of the equipment and aircraft. He or she needs to have the safety aspects explained in detail prior to the first flight. Once these items are covered the first flight should concentrate on straight and level flight. Turns should be flat and maintained at a constant altitude. As the student builds confidence, the degree of difficulty of maneuvers may be increased. Usually this should be reserved for future lessons. Takeoffs, landings and basic aerobatic maneuvers should be added as the students progress allows. Each student will develop skills at a different pace. It is up to the instructor to work within the limits of the individual when going through the student-training program.

Flight line, pit and transmitter impound etiquette will be taught as part of the students learning experience. It is key to have them understand the importance of knowing how things work on the flight line and how the impounding of transmitters assures safety at the field.

Instructors will occasionally have students who have difficulty either taking instruction from them or trouble following the rules and regulations. The instructor needs to have a private conversation with the student when such problems occur. If the student does not improve in his ability to pay attention or follow instructions, he should be passed to another instructor. Should other instructors have the same problems, the Safety Officer should be made aware of the situation. Either he or the Board of Directors will counsel the student as to the best way to resolve any issues that there may be.

Students who continually refuse to follow instructions and rules may have flying privileges suspended or may be dropped from the club membership.

Each instructor is required to sign-off a student a year at TCRCC. If this is not accomplished, they may be required to be re-certified during the next year. The Chief Flight Instructor will review flight-training methods during the next year, to assure the quality of the clubs training. Any issues that arise will be discussed with the individual instructor.

All instruction at the TCRCC field requires the use of a buddy box (either personally owned or owned by the club). In the situation where the buddy boxes stored at the field are missing or broken and no other functioning buddy box is available for use the Chief Flight Instructor may waive this requirement until the equipment can be repaired or replaced. Any instructor requesting such a waiver shall discuss this with the Chief Flight Instructor.

Each instructor shall have a good understanding of the student handbook prior to working with a student. It is extremely important to work through the details of the information included in the handbook to assure a solid foundation for the student's development.



Texas City RC Club

Application for Instructor

Applicant Name: _____

The Applicant has been reviewed and has agreed to abide by the written Flight Instructor Certification Program.

Experience and Club requirements have been met. _____

Safety compliance is understood. _____

AMA and TCRCC regulations are understood. _____

Flight requirements have been met. _____

New Instructor has reviewed the "Student Handbook". _____

Reviewer: _____ date: _____
(Chief Flight Instructor)

Applicant: _____ date: _____