

## **BMAC Approach to Training**

### Introduction

The Club has developed an approach to training intended to take you from initial selection of a model and equipment right through to BMFA A-Certificate standard. The 'Pilot Log and Route Map' provides an illustration of this scheme. More detail is given in the 'Training Guide'.

### Instructor and Supervisors

Of course, the intended Route Map is of no use without the People to provide the training. Fortunately, some of our Club Members are willing and able to be 'Instructors' and to take you (the 'Student') through the different stages, teaching you what to do and how to do it. They will also be able to explain to you the reason why an aircraft behaves the way that it does.

We must remember that Instructors are also ordinary Club members who also wish to fly their own models and their time may be limited. To provide assistance when Instructors are not available, we also have 'Supervisors' who are happy to supervise a non-A-cert flyer but who do not feel happy to provide in-depth advice. Put simply: Instructors will teach you new things and Supervisors will help you to practice what you have already learned. Of course – this is not a rigid division, but the principle is useful.

### Getting Started

The first step, preferably before obtaining a model or other equipment, is to speak to one or more Instructors for advice on purchases. (This is Stage Zero of the Guide.) This is best done by coming to the field and meeting people or by coming to a monthly meeting. It is important to select an aircraft and radio to suit you. An aircraft that is too small or too lively will be more of a challenge for the beginner. With the radio, there are many pitfalls, so do read our 'Buying Guide' and take advice from local flyers.

If you can link up with an Instructor willing to help you, all well and good. If not, please e-mail the committee at [basinstokeaero@gmail.com](mailto:basinstokeaero@gmail.com) for help. You may wish to speak to several people to find out who would be best able to help you. People and Students are available at varying times, so some practical arrangements have to be made.

Some people will find that they can make regular arrangements with a single Instructor, but others may find that a regular arrangement is not possible. And a mix and match approach must suffice. This is also where the Pilot Log comes in useful. At the start of a session, you can show the Instructor or Supervisor your Log and they will know what to include in the session.

### Be Prepared

Time at the field is valuable, both for you and for others, so be prepared. Time spent on things that could have been done in advance is frustrating for all concerned.

Before your first flying session, make sure that you have assembled the aircraft and radio system properly and that you have checked that everything is working. If you are unsure, seek advice. Either come to the field with the model and all instructions or call someone that you have already made acquaintance with.

Whilst setting up the radio and model, do all setting up and testing with the propeller removed from the model. Complete your fail-safe settings before fitting the propeller. Once the propeller is installed, only run the motor outside – never indoors.

When all is well, come and fly!

Always arrive at the field with plenty of time and bring everything that you need with you, including the instructions for the radio. If you have a buddy box system, make sure that it is set up and working before you leave home.