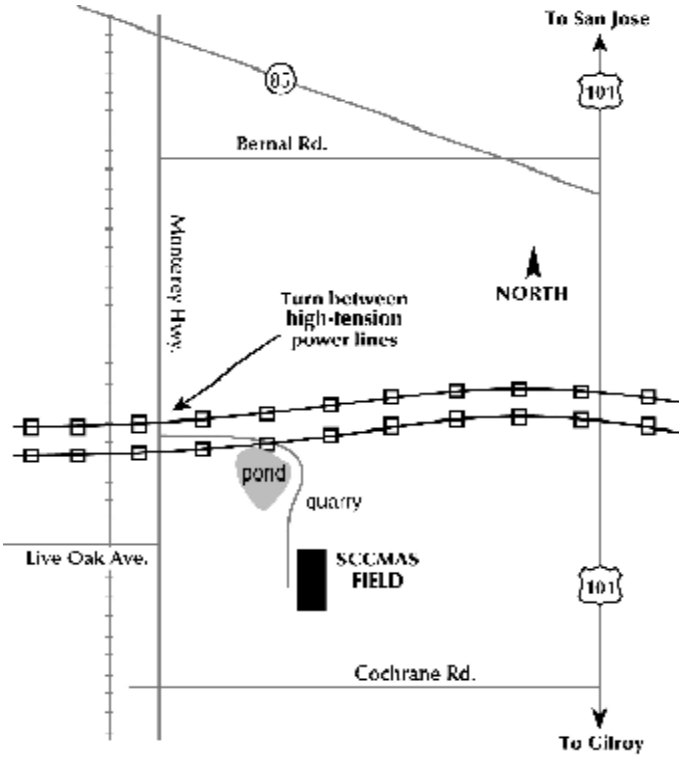
S.C.C.M.A.S.
Flight Training

Information and Record Manual

Pilot Name:_____



S.C.C.M.A.S.

BUSINESS ADDRESS:
158 Teralba Court, San Jose, CA 95139
Phone: (408) 292-1212

FIELD ADDRESS:
10250 Monterey Rd., Morgan Hill, CA
Field Phone: (408) 465-2236
On-Site Weather Phone: (408) 776-0101

Welcome to the Santa Clara County Model Aircraft Skypark Training Program.This program is designed to help you learn the basics of Radio Controlled Model Aircraft Flight and a path to quickly getting airborne and becoming a Radio Control Pilot. Much will have taken place prior to your first entry in this Log Book. We welcome any questions regarding building techniques and setting up your aircraft for its first flight.

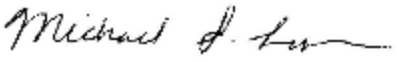
The SCCMAS has many flight instructors and individuals willing to check your aircraft out prior to its first flight. Headed by Jim Patrick, the SCCMAS has a program to look over your plane before its first flight. Jim is available to help you get in contact with someone local to your home establishment and look over your aircraft, so you can be ready for its first flight. Call Jim at (408) 356-0817 and he can help you get airborne. In addition, the local Hobby Shops listed on the last page have people more than willing to help you.

Our volunteer Instructor Staff can be identified by their name tags being in a Silver background color. The Club Officers have a Gold Name Tag and are also Qualified Instructors. Our instructors will be using this same Log Book during your flight training. Please don't hesitate to ask questions. Once you have completed your logbook and a successful solo flight, please fill out the questionnaire and return it to the address noted. You will receive an engraved Name tag with the SCCMAS logo at the next meeting. These name tags take 2 weeks to prepare.

In closing we hope you enjoy the hobby, the SCCMAS flying site and the memories of your first solo flights.

Sincerely,

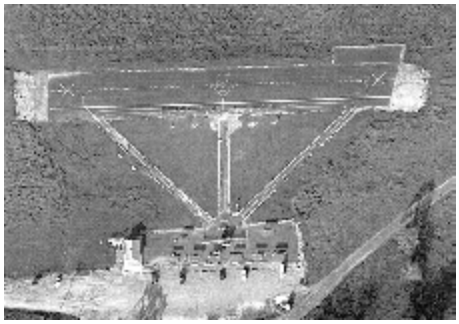
Brian Nelson,
General Manager & Founder



Michael S Luvara,
SCCMAS Vice President

About the SCCMAS field

The SCCMAS is the home of the "Tomcats" R/C Club, one of the largest R/C Clubs in the country. We have facilities for all types of powered R/C models, including giant scale aircraft, turbine and ducted fan jets, and helicopters. The field is located in the Coyote Valley, between San Jose and Morgan Hill.



Our organization was founded in 1978 and operated in an informal fashion in the Santa Teresa Park. We were known then as the Santa Teresa Fliers and numbered about 23 members. In the fall of 1983 the County Parks Department was forced to close the park to model aircraft.

From the time of the closure until 1986 we were without a flying site. After working closely with the Santa Clara County Parks and Recreations Department for a period of three years we, on October 19, 1986, began flight operations at the present site location and began improvements. We now enjoy the fruits of many hours of hard work of so many. The field is laid out with a large safety area (the "red zone") separating the pits from the flight line. There are six fixed-wing flight stations, protected by catch netting along the near-side runway edge, and two heli pads. The paved runway is 520' x 60' with mowed grass overruns and side runoff strip. Three paved taxiways connect the flight line to the paved pit area, which features shaded picnic/ work tables, covered transmitter impound, and designated starting area. There is also electricity and water available 24 hrs, and portable restrooms. The SCCMAS offers one of the few flying sites with the area and facilities for almost any type of flying.

The Govering Board is comprised of 9 *volunteer* individuals was designed to handle the day to day operational needs of the organization. Each of the individuals has a specific area of responsibility in the management of the SCCMAS.

Our contests are designed around the desires of the membership and arranged to enhance modeler participation. Every contest however, requires the assistance of fellow members, of which without these individuals there would be no contests. Besides, you'll have a great time becoming a part of the team.

We also have a full-service snack bar on site, which opens for events and on most weekends during the summer flying season. A soda machine is located on the porch, serving sodas all the time. A field phone is inside the shack and can be dialed to reach the field (408) 465-2236, in addition to the on-side weather phone (408) 776-0101, which indicates current temperature and wind speed.

Our purpose is to:

- Provide a safe, convenient flying site at a reasonable cost.
- Provide help and training to new R/C enthusiasts.
- Be open to any person willing to comply with SCCMAS and County Park Regulations.
- HELP YOU ENJOY YOUR HOBBY!

Thanks for joining us and we wish you many enjoyable days at the Skypark.

About our instruction process

Our instruction process is here to assist new pilots in achieving solo status. You will proceed thru several levels of flight instruction that will teach you the basics of controlled flight, introduce taxiing, takeoff, landings, and even some aerobatics. Upon completion of your solo flight, you will receive your wings and the ability to fly on your own at the SCCMAS field.

When you arrive at the field...

SCCMAS Radio Impound

• Impound transmitter and make sure that it is turned off.

• Place AMA or club card in the rear of the frequency pocket that corresponds with your transmitter's frequency in the impound. If there are other cards in the box, place yours in the rear. The person whose card is in the front has first priority to fly. After completion of each flight, pilots should place their card in the back of the pocket until theirs rotates to the front. It is common courtesy to ask fellow pilots if you may "bump" ahead of them in line.

• If you have any questions, feel free to ask for an instructor for help. SCCMAS members are happy to help or guide you in the right direc tion. If the snack shack is open, you may ask for guidance there. Please don't feel intimidated. We were all there once.

SCCMAS Beginner Packet

Recommended Equipment

Aircraft & Kits:

With today's ever changing Radio Control market, there are many kits and almost ready to fly (ARF) aircraft available. We recommend any .40 to .60 size high wing trainer which has a flat bottom or semi-symetrical wing. The hobby shops listed on the last page of this packet can help you select a suitable trainer.

Engines:

The following engines are not the only ones on the market, however they have been found to be very reliable and easy to operate for the beginner. In purchasing an engine, there are two types - two stroke and four stroke. We recommend a two stroke. They are available with ball bearing or bushing supported crankshafts. The ball bearing versions put out more power, and are somewhat more expensive than the bushing versions, but either work fine, provided they are the right size for your airplane. Engines must be equipped with mufflers. Those using gas engines at any time should carry a fire extinguisher with them to the field.

Super Tigre 40, 45, or 60
OS Max 40, 46, or 60
Enya 40, 45, or 60
Thunder Tiger 42, 46, or 60
Irvine 40, 46 or 60

Propellers:

Master Airscrew is the most common propellor used for training. This is because the props are made of glass-filled nylon and can take some abuse from hard landings. Wood props are a lot safer when being used, but will break on a bad landing. Propeller sizes will be outlined with your motor's manual. Use a spinner or propeller safety nut on your motor.

Fuel:

Fuel comes in many brands and types. Please see what your particular motor manufacturer recommends. In general, 5% to 15% (percentage is amount of nitromethane in fuel) is commonly used in regular sport motors. Fuel is composed of methanol, nitromethane, and a mixture of synhetic or castor oil for a lubricant. Please avoid spillage of excess fuel onto any area of the field and use an overflow bottle to collect excess fuel and protect the asphalt. In the course of a day's flying, you can save a tank or more of fuel.

Radios:

Selecting a radio can be a confusing part of entering the Radio Control hobby. There are many brands available and everyone likes a different one for one reason or another. The SCCMAS has buddy boxes for the following radios, which allows us to accomodate for the major radio brands out on the market today. However, some of the high-end computer radios will not work with our buddy boxes and require an identical transmitter to function. Therefore, we recommend a basic four or six channel radio for your first model.

Radios must have trainer cord capability

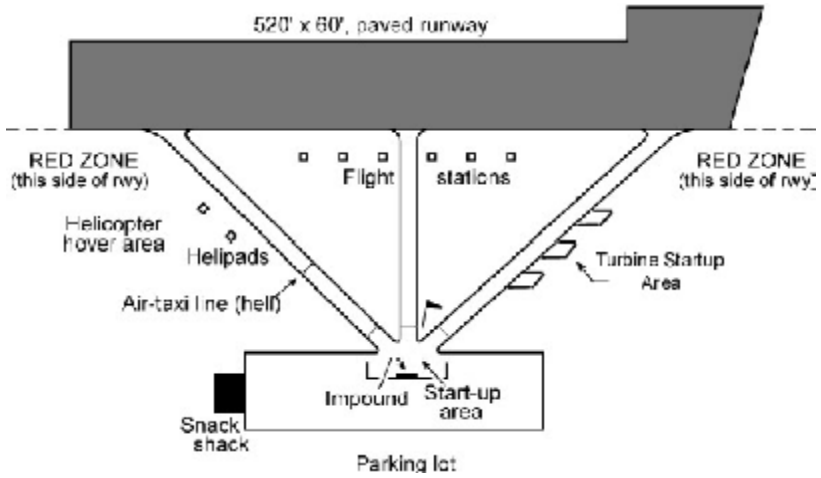
Futaba (Skysport, 6XA)
Airtronics (Vanguard, VG series)
JR (F421, F400, XF642)
Hitec (Focus series)

Field Equipment:

Glo plug ni-starter (1.5 volt battery used to ingite glo plug)
Chicken stick or electric starter
Propeller/glo plug wrench
Extra propellers
Misc tools (screwdrivers, wrenches, pliers)
Glue (for small field repairs)
Extra glow plugs (K&B, Enya, Fox, McCoy, or OS brands)
Fuel pump (manual or electric)
Overflow Fuel container
Cleaner for hands and airplane

General Field Guidelines

- When you arrive at the field or finish a flight, put your transmitter (turned off) into the impound area.
- Do not turn your transmitter on anywhere at the field unless you have the frequency pin.
- Put your club ID (or current AMA card for guests) in your frequency slot. If there are other cards in the slot, place yours in the rear. The pilot who is in the front position flies first and then places their card in rear when done for that flight.
- Have your Name, Phone #, Address and AMA number posted inside your aircraft. Also place your name and phone number on your transmitter in case it is ever left at the field.
- When fueling, catch overflow with bottle or container.
- Do not break in your engine in the startup area.
- Do not start engines in the pit area.
- Restrain your aircraft while the engine is running.
- When running up your engine, direct the prop blast away from other aircraft or equipment.
- You may taxi your aircraft only on the runway or taxiways.
- If you run up near the flight line, do so clear of other people.
- Do not walk directly in front of other pilots when walking to a flight station.
- When on the runway or flying near the runway, call out your intentions (let other pilots know you will be using the area on or above the runway).
- When flying in traffic, get someone to act as your spotter.
- In traffic, fly with the pattern (upwind passes near the runway, downwind passes further out).
- Low passes over the runway must be called out and made from the centerline runway out.



STUDENT FLIGHT INSTRUCTION SYLLABUS

PRE-FLIGHT CHECK

FLYING LESSONS

Level 1:	Radio and field procedures
Level 2:	Aircraft familiarization
Level 3:	Flight familiarization
Level 4:	Flight maneuvers
Level 5:	Accuracy maneuvers
Level 6:	Orientation maneuvers
Level 7:	Take off
Level 8:	Recovery from unusual attitudes
Level 9:	Approaches to landing
Level 10:	Emergency procedures
Level 11:	Solo flight

Pre-Flight Check

Wing

Check:

- Wing warp
- Aileron servo installation
- Aileron control surface gap
- Servo screws in place?
- Covering (tight,etc)
- Control linkage
- Aileron/flap hinges

Fuselage

Check:

- Radio installation
- Tank/radio sufficiently secured and supported with foam?
- Control linkage & pushrods
- Gap in control surfaces
- Engine installation
- Landing gear installation
- Antenna routing (knots,etc)
- Control horns and clevises
- Control surface hinges
- Fuel tank installation
- No kinks in fuel lines
- Servo screws in place?

With wing on

Check:

- Plug in aileron servo and check direction of travel
- Wing bolts secured?, sufficient # of rubberbands (12-14)?
- Direction of travel on all control surfaces
- Listen for any binding of control surfaces
- Alignment of wing, stab, and fin
- Center of gravity (C.G.)
- Range on radio system
- Batteries (voltage level)
- Propeller/spinner tightened?
- Engine run up and adjustments
- Positive control check

Flying Lessons

Level #1 Field Procedures

Review of club rules regarding field use and club etiquette. Instructor and club disclaimer for responsibility of lost equipment due to accident or midair collision.

Level #2 Radio and Aircraft Familiarization

Pre-flight tthe model looking for deficiences that could cause an accident or safety hazard. Techniques on starting and adjusting engine. Radio range check. Student fuels airplane.

Level #3 Flight Familiarization

The flight instructor will test fly the aircraft to verify its air worthiness and handling qualities. Hook up buddy box, check control directions/throws, and demonstrate response of flight controls during flight (a little air time and fun, so relax and enjoy the excitement). Demonstrate techniques of taxiing.

Level #4 Flight Maneuvers

Taxiing
Level flight in pattern
Left and right turns

Level #5 Accuracy Maneuvers

Left and right turns at constant altitude. Throttle control in flight. Left and right climbing turns. Left and right descending turns.

Level #6 Orientation Maneuvers

Figure eights around the field. Left and right approaches over the runway. Go-arounds.

Level #7 Take Off

Student will taxi aircraft onto runway and take off into a gentle climbing turn to enter flight pattern.

Level #8 Recovery From Unusual Attitudes

Slow Flight
Stalls
Loops
Rolls

Level #9 Approaches To Landing

Left and right approaches. High at first with go-arounds, gradually lowering altitude and maintaing airspeed control with ultimately smooth landings on the centerline.

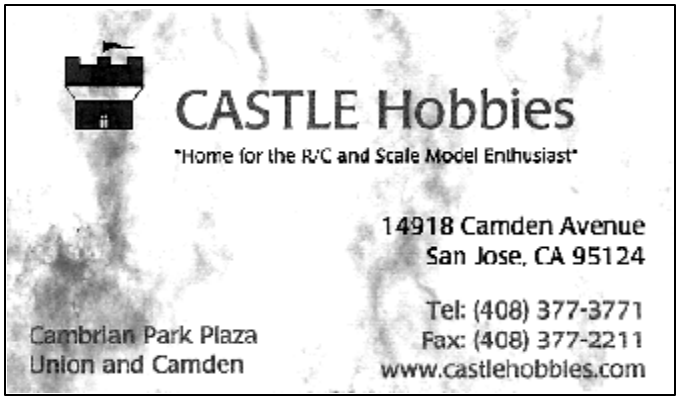
Level #10 Emergency Procedures

Cross winds
Dead stick landings
Downwind landings

Level #11 Solo Flight

The student will conduct the flight starting from getting your transmitter with frequency pin, starting the engine, taxiing, take off, left and right approaches, and landing in the upwind direction all without the aid of a buddy box (no mishaps). Solo flight must be administered by a club certified check pilot.

These local Hobby Shops have given much to the SCCMAS members and the organization. We ask that you patronize their business in return.



STUDENT FLIGHT LOG

Name:_____

AMA or SFA No:_____

Date	Flying Levels	Instructor's name	AMA/SFA #	Instructor Signature
	Level 1: Radio and field procedures			
	Level 2: Aircraft familiarization			
	Level 3: Flight familiarization			
	Level 4: Flight maneuvers			
	Level 5: Accuracy maneuvers			
	Level 6: Orientation maneuvers			
	Level 7: Take off			
	Level 8: Recovery from unusual attitudes			
	Level 9: Approaches to landing			
	Level 10: Emergency procedures			
	Level 11: Solo flight*			

*Must be administered by a club certified check pilot. See list in impound.

When completed, mail to: 812 Asbury St, San Jose, CA 95126

Your SCCMAS name tag will be presented at the next meeting or mailed to you.

Give us your comments

Please fill out when your training is complete.
Circle your choice.

	No		Somewhat		Yes
Did you find this guidebook helpful?	1	2	3	4	5
Were you satisfied with your instructor?					
For Level1:	1	2	3	4	5
For Level2:	1	2	3	4	5
For Level3:	1	2	3	4	5
For Level4:	1	2	3	4	5
For Level5:	1	2	3	4	5
For Level6:	1	2	3	4	5
For Level7:	1	2	3	4	5
For Level8:	1	2	3	4	5
For Level9:	1	2	3	4	5
For Level10:	1	2	3	4	5
For Level11:	1	2	3	4	5
Did the SCCMAS facility meet your expectations?	1	2	3	4	5
How would you rate the entire flight training program?	Poor		Average		Excellent
	1	2	3	4	5