IOWA CITY AEROHAWKS

FLIGHT INSTRUCTION PROGRAM

Overview

All student pilots must be paid-up members of the Iowa City Aerohowks, members of the AMA, and registered with the FAA, if age appropriate, before they can participate in any club training activities. An AMA membership card and FAA registration number must be presented to the Secretary to certify membership status. Any student fifteen (15) years of age or younger, must have a parent or guardian actively involved in the training process, and the parent or guardian must be present during all the "hands on" flying sessions. Model aircraft can be dangerous if not handled safely; for this reason we strongly encourage parental involvement with the younger student pilots.

The flight instruction program is divided into two parts, "Computer Simulator Training" and "Hands on Flight Instruction." A student is expected to show competency in both parts of the flight instruction program before awarded Pilot status.

Part One -- Computer Simulator Training

There is strong evidence that flight simulators accelerate the learning process of beginning pilots, even after they have advanced to hands on flying. We, therefore, strongly encourage each beginner to purchase his or her own simulator to be used at home. While simulator training is self taught, a flight instructor will be made available to assist with the training of beginning students on the club flight training simulator located at the flying field.

Each student should successfully demonstrate a basic knowledge of the operation of the radio inputs using the simulator before hands-on training begins. The basic principles of flight control include the ability to make left and right turns, make the aircraft gain and lose altitude, fly level, and perform a loop and a roll. A flight instructor will approve the advancement of a student to the next level by observing the maneuvers mentioned above. Once the student has successfully completed "Computer Simulator Training," he of she will progress to the "Hand-on Flight Instruction."

Part Two - Hands -On Instruction

A flight instructor will be appointed to each student to lead him or her through the "Hands-On Instruction" of the training program. Under no circumstances is the instructor responsible for damages that may occur to a student's aircraft or equipment during the training period, regardless of who may have caused the damage. Furthermore, the student is responsible for all repairs and maintenance to his or her aircraft.

The student and instructor will schedule training events according to their mutual availability. The flying field is open for instruction any time during day light hours, with two restricting conditions. The first restriction is during times when people are servicing the runway area or mowing the grounds. These people are to be given precedence to

occupy the runway to carry out their maintenance responsibilities. The second restriction is during club flying times, which are currently set for Sundays and Thursday evenings. It is recommended that early hands on instruction be done other than club flying times. Because students must eventually become proficient enough to handle flying in traffic, they will be encouraged to fly with other pilots toward the end of their training, but they will not be given preferential treatment. During all flying sessions take note of Flying Rules number 2 and 4 which restrict flying over houses at anytime and over the land fill during operating hours.

The hands-on training will continue until the student can successfully pass the solo test without physical or verbal assistance from an instructor or other pilots. Students will be required to demonstrate the ability to take off, fly both right and left circles, perform a loop and a roll and figure 8 patterns in both left and right configurations, and successfully land on the runway. This solo flight test must be observed by a minimum of two flight instructors.

After successfully completing the two parts of the flight instruction program, the student will be recognized as a Pilot and allowed to fly unsupervised . The Pilot will also be given the combination to the security locks at the flying site.

Learning to fly gas/nitro powered aircraft does not automatically authorize a pilot to fly electric aircraft or helicopters. Before progressing to either electric planes or helicopters, each student must demonstrate competency with the desired aircraft. Emphasis will be placed on knowledge of and safe use of equipment to be used, as well as the necessary skill needed to fly the selected aircraft.

Electric Powered Aircraft

The instructional procedure for learning to fly electric powered aircraft will be the same as outlined above for gas/nitro airplanes. A safety concern with electric aircraft is awareness is that, unlike nitro or gas engines, as soon as electric engines are empowered they will move the airplane. Unexpected movement of airplanes may cause serious damage. Furthermore, inappropriate handling of batteries can also be dangerous.

Learning to fly electric planes does not automatically authorize a pilot to fly helicopters or nitro/gas powered airplanes. Each student must acquire competency with the desired aircraft as directed above.

Helicopters (Rotary Wing Aircraft)

As with airplane instruction a student is encouraged to acquire a simulator and practice the basic skills of helicopter flying. An helicopter instructor will teach students to do a preflight examination of their machine to insure it is safe and ready to fly. The instructor will teach how to set up the radio for helicopter flying, how to safely start the engine, how to do vertical and descending movements, and how to hover, and how to do make 45 degree movements in both directions, all while staying within a 30 ft radius. The student will also need to learn how to set up a toggled throttle system to kill the engine or motor in emergency. The student will need to execute the above mentioned skills in a test before two soloed pilots before being granted Pilot status and given the field lock combination. Established soloed helicopter pilots will be available to help each student advance in flying proficiency.

Learning to fly a helicopter does not automatically authorize a pilot to fly nitro/ gas airplanes or electric airplanes. Each student must acquire competency with the desired aircraft as described above.

Trainers

The Aerohawk club needs flyers willing to serve as trainers, and encourages Pilots to volunteer. Prospective trainers need to have mastered the basic skills of flying as listed for trainees above, and have been flying for two years. They must posses the specific skill set needed for the type of aircraft in which they are offering instruction. They must be willing to make themselves knowledgable about the equipment being used for instruction. And finally, each prospective instructor must be approved by the Aerohawk Board.

Instruction Fees

There is presently no charge for flight instruction in the Iowa City Aerohawks Club. The organization has numerous fundraising activities throughout the year requiring club member participation. This is an excellent way for student to contribute back to the club. It is expected that all students participate in these activities so we can continue to offer flight instruction on a no-charge basis. It is everyone's responsibility to know when these fundraising activities take place. Activities and dates are published well in advance in the Monthly News Letter.

Disclaimer Notice

The Iowa City Aerohowks Club is under no obligation to offer or complete training to new or existing students. The flight instruction program can be discontinued without notice. The flight instruction program is contingent upon the availability of willing and qualified instructors. By accepting instruction, students agree to accept the rules, principles, and understandings set forth herein.