



NOARLUNGA MODEL AERO SPORTS Inc.

Flying field and club rooms.

Gate S34.068 off Clisby Lane, Seaford Meadows.S.A. 5169

Postal: P.O. Box 44 Old Noarlunga, SA. 5168

www.facebook.com/NoarlungaModelAeroSports

www.nmas.info

Use of Club Trainer

MOP NUMBER 28

(Created 16/07/2018)

Table of Contents

1. Purpose
2. Definition
3. Policy
4. Operating Procedure
5. Responsibility
6. Radio Setup

1.0 PURPOSE

The NMAS Club has purchased a Club Training Aircraft for visitors, prospective and new members in accordance with 3.3 to experience hands on flying a radio-controlled model aircraft. This experience will assist them in deciding whether to join the Club.

2.0 DEFINITION

Club Trainer – A high Wing .46 size tricycle model aircraft purchased by the NMAS Club to be used with Visitors, Prospective and new members to Radio Controlled Model Aircraft Flying.

NMAS Club Committee – the Club management committee currently elected in accordance with the NMAS Constitution.

Supervising Instructor – An MAAA Instructor appointed by the NMAS Chief Flying Instructor to conduct any introductory flights.

C.F.I – The member duly elected as Chief Flying Instructor for the current year.

Visitor - A person who is not or has not previously been an Affiliate Member of the MAAA and is attending the club for the purpose of seeking information and advice in respect to the club, aeromodelling and has the intention of becoming a prospective member.

Prospective Member - A person who is not an MAAA Affiliate member but has submitted an application to a Club for Membership and is awaiting the decision of the Club to accept/reject their application.

3.0 POLICY

1. The NMAS Club Trainer has been purchased as a tool to introduce visitors, prospective and new members to the skills of flying radio-controlled model aircraft.
2. The use of the Club Trainer is for assisting the visitors and prospective members to decide if they wish to join the NMAS Club and learn to fly model aircraft.
3. The Club Trainer can be used by a new member / student but will not be ongoing. The maximum time the Club Trainer may be available to a new member / student is 2 months.
4. The Club Trainer is not to be used as a substitute trainer for members who have damaged their own aircraft.
5. The CFI must advise the committee if the Club Trainer is used contrary to point 3.1, 3.2, 3.3.
6. The NMAS Committee will determine the period not exceeding 30 days, the Club Trainer can be used contrary to point 3.2. and 3.3.
7. Any damage to the Club Trainer must be reported to the CFI as soon as possible, The CFI will then report any damage at the next committee meeting
8. The Club Trainer will only be used at the direction of the NMAS Chief Flying Instructor.
9. The Club Trainer will only be used by qualified MAAA Instructors.
10. The Club Trainer will only be used with a "Buddy Box".
11. The instructor is to do all take offs and landings.

4.0 OPERATING PROCEDURE

1. Prior to the use of the Club Trainer the supervising instructor:
 - a. will ensure the flight pack is fully charged and the transmitter is bound to the aircraft receiver.
 - b. The master and slave radios have sufficient charge to conduct the flight
2. Prior to taking the aircraft off, the supervising instructor will ensure that all flight controls are operating correctly and in the right direction and the training switch operates correctly.
3. Control of the Club Trainer will only be handed to the visitor/ prospective/ new member when the aircraft is at sufficient height for the instructor to return the aircraft to a safe flying position in the event of the student losing control.
4. At the end of training flights, the supervising instructor will ensure
 - a. An inspection of the Club Trainer is carried out to identify any defects which may affect airworthiness of the aircraft.

- b. The flight battery is fully charged or if a LiPo battery returned to storage mode.
- c. The Club Trainer is cleaned and stored correctly

5.0 RESPONSIBILITY

The C.F.I is responsible

- a. for the control and care of the Club Trainer.
- b. To ensure repair of any damage is carried out in a satisfactory manner.
- c. The Committee is advised if the aircraft is damaged beyond repair.
- d. A proper safety and airworthiness inspection is conducted on the aircraft prior to any flight.
- e. In the event of damage to the aircraft, the CFI will investigate to ascertain the cause of the damage and whether the damage has been caused by negligence, inexperience, malfunction or other cause.
- f. Advising the committee of the results of any investigation and recommend any identified actions.
- g. No liability will be attached to the supervising instructor however committee shall review all instances in which damage occurred and take any appropriate action. Recommendations.

6.0 Radio Setup

The Spectrum DX7S (Radio #1) is the master radio, select Model 7 – Club Trainer. The trainer function should be set to P-Link Master

The Spectrum DX7 (Radio #7) is the slave radio, select Model 12. The trainer function should be set to P-Link Slave

The correct buddy lead is one with a mono plug, the stereo plug one is for Hitec

Timer is started and stopped from the throttle position

High / Low rates including trimming for the slave radio is done from the Master Radio, making changes to the trim on the slave will have no effect



Battery

The battery is a Turnigy 5000mAh 5S 18.5v Lipo Pack with an XT-90 anti-spark plug, which can be charged at a Max Charge Rate of 2C (10amps).

A XT90 to XT60 battery adaptor is available for charging purposes