



KMAS Flight Instructor Training Guide

Flying remote control airplanes is all about having fun in a safe environment at the KMAS flying field, as well as other club flying fields. **SAFETY IS OUR TOP PRIORITY!**

Part One

Note: any reference to 'he' 'his' 'him' or 'himself' refers to both genders

The KMAS Flight Instructor Training Guide is a tool for the Flight Instructors to use in order to standardize how we train new pilots. KMAS expects every Flight Instructor to be familiar with the Training Guide and use it as a reference when training a new pilot. When training a new pilot, the KMAS Flight Training Manual should be adhered to. Ideally, a student pilot should stay with the same instructor, so you should ensure that you are able to coordinate your times. For example: weekends only, evenings only or certain days.

Prior to a student's first session, ask him to print a copy of the Flight Training Manual from the KMAS website and bring it to the flying field for every lesson. The first session with a student will consist of an orientation of the KMAS flying field as per pages 2 – 7 in the Flight Training Manual, and if time permits, a fam flight. The student will then be asked to review Lesson 1 prior to flying.

On his first Lesson the Flight Instructor will follow Lesson 1 and once completed, initial each exercise that was completed in Lesson 1. If one or more exercises were not completed, the Flight Instructor will write a brief note on the next page indicating what exercises require more practice and why. Some exercises may not have been completed for several reasons: wind picked up, aircraft problems, student pilot having a bad day etc. Subsequently, prior to the student's first flight of each day, the Flight Instructor should review the previous lesson and today's lesson. This process will continue for the remainder of the lessons.

Once the student pilot has been signed off on all of the exercises in Lessons 1 – 8, he will be asked to review the Flight Evaluation Report. When the student pilot is ready for his flight test, the instructors who will be conducting the test should not advise the student until the day of the flight test. It is best not to advise a student pilot in advance of his flight test because advance notice may cause anxiety and could lead to a weak performance on 'THE BIG DAY'.

Part Two

50% of flying is done before takeoff, so an instructor candidate should lead by example: proper aircraft pre-flight inspection and range test to confirm that the aircraft is mechanically fit for flight.

An instructor candidate, once being accepted, should undergo a period of probation where the other instructors have an opportunity to observe and coach the candidate if necessary. The probationary period should be long enough so that the instructors have an opportunity to observe the candidate with more than one student.

Things to watch for when an Instructor candidate is on probation:

1. The candidate should be able to allow the student pilot to make mistakes, and if conditions allow, get himself out of trouble either on his own or with verbal coaching. Don't just take over at the slightest hint of trouble. This doesn't allow the student pilot to learn effectively.
2. The candidate should not take short cuts with the Flight Training Manual. For example: Trying to get the student pilot to do certain manoeuvres before he's ready. The student pilot should have the ability to confidently control the aircraft in all attitudes of flight: pitch, roll and yaw, before moving to the approach and landing phases of his training.
3. The candidate should not do any hot rodding or showboating with the student pilot's aircraft.
4. The candidate should not conduct any unsafe practices with or without the student pilot.

**It is imperative to ensure that control surface movement orientation is correct
at the table and flight line prior to every flight**