

Getting Started in Training

Marymoor R/C Club, Redmond, WA
AMA Charter 1610



WELCOME!

Our goal: A safe, inspiring, and educational training experience

1. **Any Time of year:** Come to the field and ask around for someone to teach you to fly
2. **Summer Training Program:**
 - FREE, with your club membership – Run by club volunteers
 - We have our own fleet of training airplanes. You don't need to buy anything.
 - After you “solo”, you must provide your own airplane and transmitter
 - Tuesdays 5-8 PM (weather permitting), from first week in May through last week in August.
 - For new student pilots or for returning pilots that need to brush up on their flying skills
 - Minimum age depends on aptitude and motivation of the individual student – usually at least 10 years old, more often 12.
- Instructor and student each hold a transmitter, and the two are connected by a “buddy box” system so the **instructor can always assure safe flying**
- ***DON'T BUY ANYTHING, UNTIL YOU READ THE NEXT CHAPTER:
Selecting your Airplane and Radio***

Getting Started

2 Things to Do Right Away

Note: **You may come the first time to training without doing these**

1. **Get your AMA NUMBER**

Join Academy of Model Aeronautics <http://www.modelaircraft.org>

Provides liability insurance (required by King County)

2. **When you have your AMA number, apply for MAR/C membership on our website -- FREE if under 18**

Getting Started Checklist

Do these
as soon
as possible



- Visit the field anytime, including training night
talk to members and see the planes (optional, but recommended)
- AMA membership
- MAR/C membership (apply as soon as you have AMA number)
- Read Ground School through Phase 2
– Orientation and Traffic Pattern
- Come to training night and meet with your instructor

Safety

Propellers can cause Significant Injury

- Before plugging in the battery of an Electric Aircraft, ensure that:
 - Transmitter is ON
 - Throttle is at idle
 - Throttle Cut switch is in “cut” position
 - Airplane switch (if so equipped) is OFF
 - Hands and arms are away from the propeller
 - Airplane is pointed away from people

Safety: LiPo Batteries

- LiPo batteries can catch fire if not treated properly.
- Always charge batteries in a fire-proof container like a flower pot or a Lipo bag. Never charge inside a car.
- Read all the warning material that comes with your charger and battery. **Charge at the recommended current or “C” rate.**
- Always fly one flight only with a fully and freshly charged battery
- Never run the battery all the way down. This will damage the battery. Make sure at least 25% is left at end of flight
- Use the battery checker after each flight to learn how many minutes of flight the battery is good for. Use a count-down timer to limit the time of every flight.
- Do not store your batteries for more than a few days fully charged. This will limit their life.
- Understand your charger. When charging a battery ensure that you have the polarity on the battery correct before charging. Red goes to red and black goes to black.
- Consider investing in a good charger that can tell you how many milli-amp-hours (maH) are put in each time a battery is charged. Compare this to the rated maH of the battery



Charger connections

FIRE SAFETY



Ceramic Flower Pot, or LiPo Safe Bag

Battery Checker



A Rule for Real Aircraft we can Learn From

Federal Aviation Administration (FAA) 91.3, Responsibility and authority of the pilot in command:

(a) The pilot in command of an aircraft is **directly responsible for**, and is the final authority as to, the operation of that aircraft.

Rules enhance fun and cooperation, and ensure that we keep our field.

1. Marymoor R/C Club: [Field Operating Rules](#)
2. Academy of Model Aeronautics: [AMA Document 105 - Safety Code](#)
3. US Federal (FAA) rules for flying RC aircraft
 - Read “Know before you Fly” to understand WHERE and when it is legal to fly:
<http://knowbeforeyoufly.org>

All MAR/C Rules Fall Under:

- 1. Membership*
- 2. Proficient Pilots*
- 3. Safe Aircraft*
- 4. Protecting People*
- 5. Courtesy*

A few of our Field Rules

- Flyers less than 12 years of age and all Provisional Category members must fly under the supervision of a fully qualified adult MAR/C member
- Fly from a fenced pilot station only
- Never fly over the pits or anywhere behind the fenced pilot stations
- Takeoffs and hand launches from the runway only
- Callouts make for safe, courteous flying – see signs at each flying station

Read the full set of MAR/C rules and the AMA safety code on the GIANT sign upon entering the pit area.

MAR/C Airfield Operating Rules

1. All flyers must have a current Open or Youth Membership in the Academy of Model Aeronautics (AMA).
2. All flyers must have a current Marymoor R/C Club (MAR/C) membership, except for special events and MAR/C guests.
3. All flyers must place their MAR/C card, or AMA card, in the slot for their radio frequency BEFORE turning on their transmitter. Guests must use their AMA card. Flyers using 2.4GHz need not comply.
4. All flyers must comply with the Official Academy of Model Aeronautics (AMA) National Model Aircraft Safety Code. (Ref. King County Code 7.12.600)
5. Do NOT fly over pit, spectator, or parking areas, or beyond the flight limits shown on the flying field map. Fly only in front of the straight safety line defined by the edge of the runway and the two red and white pylon markers.
6. No more than five aircraft are permitted in the air at any one time.
7. Fly from a fenced pilot station only. Use of a spotter is recommended.
8. Perform takeoffs and hand launches from the runway only.
9. Follow the established traffic pattern. Take off and land left to right, unless prevailing winds dictate otherwise.
10. Do NOT taxi into the pit area.
11. Helicopters must take off and fly from the runway and follow the same rules as the other aircraft. Helicopter pilots must fly all maneuvers no closer than the runway centerline, giving way to fixed-wing model takeoffs and landings.
12. Do NOT perform low level aerobatics, hovering maneuvers, or high-speed passes over the runway, except when flying alone, or by prior agreement with other flyers who wish to do the same type of flying concurrently.
13. No Flyer, or group of Flyers shall dominate the use of the field. Sharing of the runway and the airspace is required.
14. Effective mufflers are required on all engines.
15. All aircraft must NOT produce a sound level greater than 90dBA measured at 25 feet over grass as verified by MAR/C sound level tests.
16. Aircraft using gas turbine engines are NOT permitted.
17. The use of first person view (FPV) systems and/or the use of autonomous flight control must conform to the AMA's governing requirements and procedures, as specified in AMA [Document #550](#) and [Document #560](#).
18. Flyers less than 12 years of age, and all Provisional Category members, must fly under the supervision of a fully qualified adult MAR/C member.
19. The airfield is open for flying from 8:00 a.m. to dusk.

Disclaimers

MAR/C provides advice. After you gain solo flight privileges, *only you* are responsible for your model aircraft readiness, your actions, and abilities

Any instructions provided by the manufacturers of equipment such as but not limited to aircraft, radio controls, batteries, motors or engines and anything installed in your airplane have precedence over any advice provided by instructors, this document, or the mar-c website..

Flying and teaching techniques vary widely in our hobby, and vary from one instructor to another.

The goal of this document is to encourage some standardization and provide a practical minimum amount of knowledge.

Version Information

Version	Author	Date	Description
1.5	Brian Kelly	April 2017	Aligned Flight Training Syllabus with new flight log. Misc corrections and refinements
1.6	Brian Kelly	4/19/2017	Misc edits, repaired links, to prepare for website update
1.7	Brian Kelly	4/26/2017	Corrections and misc edits
1.8	Brian Kelly	9/28/2017	Updated Proficiency Check and misc edits
2.0	Brian Kelly	Nov 2018	Broken into separate standalone chapters for quicker access on the website.
3.0	Brian Kelly	April 2023	Updated to reflect club-owned fleet of electric training planes and miscellaneous improvements