

Selecting Your Airplane and Radio

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



Don't Buy Anything...

- Until you are nearly ready to “solo”
- Or if you need your own plane to learn outside of our club program

Recommended Training Airplane Type

Example:
Park-Zone Sport Cub



- **Electric power is strongly recommended for your first few airplanes and is used exclusively in the club-owned training fleet and the summer program**
- Airplanes with the following characteristics make good trainers:
 - Wheels large enough to take off from grass (2 ½ inches diameter). High Wing with dihedral
 - Should have ailerons and landing gear
 - Tail wheel is better on our grass field and more durable. Nose wheel or tail wheel landing gear are OK
 - We do not recommend the “Apprentice” due to its weak nose gear

Selecting a Transmitter

- A simple 4 channel transmitter might be supplied with a “Ready to Fly” (RTF) model like the Apprentice
- Better ones with more channels are a good investment if you believe you will stick with the hobby for a few years
- Protect the switches and sticks by storing it in a case or a plastic box with foam padding. Harbor Freight in Bellevue is a good source.



Airplane Power

- Electric Motor (strongly recommended for training)
- Must understand safe charging and storage of Lithium-Polymer (LiPo) batteries.
 - See “Getting Started in Training”

Electric Power Support Equipment

- Most pilots own about 3 charged batteries, so that they can fly while other batteries are being charged.
- Recommended:
 - Battery checker for checking the charge status of a battery before and after the flight
 - A charger that can tell you about health of the battery (upgrade from the simple one that may have been supplied in the box with an airplane)

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