

To Get Started You'll Need:

- 1) Proof of AMA Membership is required (proof of insurance) whenever we fly. Bring your AMA card or the receipt for purchase of your AMA membership given to you by the hobby shop.
- 2) Membership in the SMRCC is highly recommended (New members can sign up at the field). Due to the limited number of Volunteer club instructors and the large turnout for training preference to club members will prevail during schedule training times.
- 3) Suitable training plane normally referred to as a Trainer . These planes generally have large flat bottom wings with noticeable dihedral (both wing tips are higher than the center section).
- 4) The recommended size is a 40 Size which refers to the displacement of the engine. Smaller planes are more difficult to make out at any distance and larger planes can be unwieldy for beginners.
- 5) A radio system specifically designed for the Aircraft Frequency (usually 72MHz or 2.4GHz) is required and preferably with at least 4 channels. This allows remote control of ailerons, elevator, throttle and rudder.
- 6) The engine on your Trainer must be broke in. Follow the break in procedures in the instruction manual. Our instructors will assist you with this but, we typically recommend at least 3 tanks of fuel run through an engine before it is flown. So you may not get to fly the first night if engine break in is not already accomplished.

(Note: When purchasing your first plane let your hobby shop know that it is your first plane and they will help you select a Trainer, Radio, Engine and needed accessories. Many of the Trainers come as Almost Ready To Fly which will minimize the amount of time needed to get the plane ready for that first flight. If your visiting our field talk to our members they will be happy to offer their suggestions.

Flightline Accessories:

1. Glow fuel with 10% Nitro content and 20% oil (castor-synthetic blends, etc.).
2. A fuel pump, manual or electric to fill and empty your fuel tank.
3. Two glow plugs designed for the engine on your plane (one in your engine and a spare)
4. A fully charged (12 hours) glo-plug starter to energize the glo-plug during initial startup.
5. An engine starter this can be as simple as a chicken stick to flip start the engine or an electric starter which requires a starter and a 12 volt battery.
6. A tote to carry all the accessories. This can be a simple box all the way up to a fully assembled commercial flight line tote box.
7. At least one extra prop suitable for the engine on the plane.
8. Adequate sunglasses since the field orientation and the training times during the summer months will have a good portion of the flight path directly into the sun.
9. A brimmed hat of some kind to shade your eyes when flying.

Checklist for Arriving at the Field for Training:

- **MANDATORY** AMA Membership card or proof of purchase from local hobby shop.
- Trainer with all necessary accessories to assemble it at the field i.e. rubber bands, nylon wing bolts, etc.
(note the engine must be broke in correctly to preserve its life and ensure proper reliability in the air. This requires a minimum of 3 tanks of fuel be run through the engine on the ground prior to the first flight. This process alone can take up to an hour and a half so please plan accordingly)
- Fully charged transmitter and receiver. The nicad batteries inmost systems require at least a 14 hour initial charge to set the batteries and should charged overnight the evening before arriving at the field to fly.
- Fully charged glo igniter.
- Fresh fuel Pump or method to fuel and de-fuel your plane.
- Starter (manual or electric)
- Extra Propeller. *(note: all edges of your prop must have their edges sanded lightly to a dull edge . They come from the factory with extremely sharp edges which can be very hazardous)*
- Extra glow-plug.