

Lancaster County R/C Club, Inc.

Apprentice Instructor Position

as amended through September 4, 1997

The Apprentice Instructor position is subject to the following guidelines:

1. To enter the Apprentice Instructor position, one must:
 - A. Have at least a Green-String pilot ranking. *
 - B. Have a minimum of one year flight experience. *
 - C. Be a current paid-up Club member.
 - D. Be a current paid-up open AMA member.
 - E. Be approved as an Apprentice Instructor by a majority vote of members at a monthly meeting.
* or demonstrate his/her abilities to the satisfaction of all current Club instructors.
2. The Apprentice Instructor must use, teach, and demonstrate safety and common sense at all times. When problems or concerns arise, he must immediately get advice or assistance from an instructor with all final determinations resting with the instructor.
3. The Apprentice Instructor will help in all aspects of training, field safety rules, plane set-up, safety inspections, engine adjustments, and flight training assistance.
4. The Apprentice Instructor will never represent himself as an Instructor and will clearly identify himself as an Apprentice Instructor to anyone he is assisting.
5. An Apprentice Instructor cannot issue a Green-String pilot ranking or be an examiner for the flight proficiency program.
6. An Apprentice Instructor that violates these guidelines will be responsible to correction and reprimanded as outlined in the field safety rules.
7. To become an Instructor, an Apprentice Instructor must:
 - A. have worked with all current instructors
 - B. have been approved by all current instructors
 - C. have passed the Instructor Examination
 - D. be approved as an Instructor by a majority vote of members at a monthly meeting.

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Instructor Examination

as amended through September 4, 1997

The Instructor Examination will be given by an Instructor (hereinafter called the "Examiner") and will consist of the following:

1. Verbal questions by the Examiner which must be correctly answered throughout examination. (Comprising field safety rules)
2. Proper performance of an aircraft safety check for flight readiness. (Examiner may introduce problems prior to examination)
3. Proper procedures for starting and adjusting an airplane engine. (Examiner may misadjust the engine prior to the test)
4. Part ONE of actual flight test will simulate a training session. The flying test is subjective with all judgment calls being interpreted by the Examiner. (There are no absolute right and wrong, just the demonstration of safe, common sense decisions)
 - * Does examinee understand proper use of the "buddy cord"?
 - * Does examinee give instructions in a clear and timely manner?
 - * Is examinee calm and in control at all times?
 - * Is examinee easily disoriented?
 - * Does the examinee adapt and cope with unusual training problems?
 - * Is examinee aware of environment? (Runway clear, trainee being distracted, wind changes)
 - * Does examinee trim plane quickly and does his flying style reflect good control?
5. Part TWO of actual flight test will test flying control.
 - * The examinee will make repeated landings from different altitudes and different approach directions.
 - * The examinee will demonstrate low level, low speed control.
 - * The examinee will be given a deadstick plane and will be required to bring aircraft down safely with consideration to wind, altitude and distance.
 - * The examinee will demonstrate ability to do general maneuvers acceptable to a high wing aircraft. (up to and including level four, commercial pilot, of flight proficiency)

(Ideal testing conditions would include a FIVE to SEVEN knot wind at least thirty degrees off runway. This is not required but the exam should be judged harder for calm conditions.)