	Training Plan & Progress Tracker	Student Name
	Fixed Wing	Date :

Instructor Initials

- [ ] Club Rules - times - flying area - failsafe - noise
- [ ] Checking model for defects or transport damage
- [ ] Understanding model restraint & setup location in pits
- [ ] Checking TX, selecting correct model and switch positions - S.M.A.R.T
- [ ] Safely connecting flight battery (TX 1st then RX 2nd) or fuelling & priming of I.C model
- [ ] Safe starting & tuning of I.C engine or checking of electric model power systems
- [ ] Carrying & positioning model on runway and pilot communication - S.W.E.E.T.S
- [ ] Safe controlled taxi and take off's into wind
- [ ] Straight & Level flying in varying wind conditions
- [ ] Banking whilst maintaining a constant height
- [ ] Controlled climbing and descending
- [ ] Flying constant height up-wind and down-wind circuits   (with appropriate pilot communication)
- [ ] Landing approaches with throttle control
- [ ] Safe model retrieval or taxi towards pit rules
- [ ] Disconnect or switch off procedures
- [ ] Model clean down and damage check

Assess the last flight and discuss any areas to be worked on between student and instructors

Notes :

Any "Fly Aways"— where the model is not recovered, or Emergencies are to be reported to the Club Secretary as soon as possible.

What 3 Words for the emergency services— **HELLO . HEAP . SKIRT**

When you arrive at a flying field and before you start flying, we recommend that you take a few moments to consider the surroundings and the flights you will be making.

Think S.W.E.E.T.S.

> **S** - Sun
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> **W** - Wind
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> **E** - Environment
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> **E** - Emergencies
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> **T** - Transmitter Control and frequencies
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> **S** - Site Rules

Sun - Consider the Sun's position and strength, and how these might change during the session. Be careful not to fly your aircraft into the sun, as you may lose visual line of sight and consequently control of your aircraft.

Wind - Consider the Wind's direction and strength, and the likelihood of any turbulence. Be careful not to fly your aircraft outside of the safe limits of your aircraft and/or your own ability.

Environment - Consider the environment and conditions you are likely to be flying in. Is there a possibility of rain, mist or fog, and or fading light conditions that might affect visibility and safety? Do you have enough safe space to fly without getting too close to uninvolved people. Can your aircraft complete a safe circuit in the area you want to fly. Is there anything in the area that could cause interference to your aircraft or controls.

Emergencies - Consider possible emergencies that might occur when you're flying and what you would do if they occur. For example, if your aircraft were to malfunction, where would it land. If an uninvolved person enters where you're flying, can you move away from them safely. What would you do about an air ambulance in the area ?

Transmitter control and frequencies - Consider the Tx control system in use, and the frequencies being used. Are you in the designated Tx operating area? Are you likely to cause interference to others, or even be affected by them.

Site rules - Consider the rules for the location you are flying, from club rules to local regulations such as council byelaws

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Be S.M.A.R.T. with your transmitter.

S = Switch - Ensure it is OK to switch on and that all your frequencies are safe to use.

M = Model - Ensure the correct model is selected.

A = Aerial - Ensure the aerial is secure and free from damage and contamination, extended where necessary and orientated as per the manufacturer's guidelines.

R = Rates - Ensure you have the correct rates, modes and trims selected.

T = Transmitter - Check that your transmitter voltage is safe to use.