**LESSON PLAN**

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| **Lesson** | Effects of Controls 1 | **Instructor** |  | **Class/Group** |  |
| **Location** | Maps & Simulation Room | **Date / Time** |       /       | **Equipment** | Flight Sim |

**INTRODUCTION**

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| **Interest** | To develop your piloting skills in preparation for a Gliding Scholarship in the Viking. |
| **Need** | To select the datum attitude using co-ordinated controls. |
| **Title**  | Effects of Controls 1  **REF – ACP 122 (P14 - 20)** |
| **Revision** | * About the Viking
* Cockpit Layout
* Clock code
* Axes of Aircraft
 | * Primary effects of control surfaces
* Secondary effects of control surfaces
* Definition of datum attitude
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| **Objectives** | * By the end of this lesson you will be able to:
	+ To select the datum attitude using co-ordinated controls.
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| **Scope** | This lesson will last 1 hours |
| **Handouts** |  |

**DEVELOPMENT**

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| **Content** | **Notes** |
| Flight Simulator Scenario: The simulator should be launched using the Grob G103a Twin ӀӀ Viking above an appropriate airfield. |
| Each exercise should be followed by the cadet(s) practicing that exercise. |
| **2. Airmanship - clock code.** | 5 min. Drawing on whiteboard of view from aircraft and practice. REF Fig. 2 |
| **3. Follow through and hand over/take-over of control.** | 5 min. explain process of handing over and taking over control of an aircraft, sit two cadets one in front of the other to practice. |
| **4. Attitude.** | 10 min. Demonstrate the 4 different attitudes on the flight simulator. REF Fig. 3 |
| **5. Axes.** | 5 min. explain the 3 axis of an aircraft. |
| **6. Primary effects of controls.** | 10 min. Using Simulator as an aid, explain the primary effects of controls during level flight. |
| **7. Primary effects in a banked attitude.** | 10 min. Repeat above (section 6) in a banked attitude. |
| **8. Proportional response.** | 5 min. Demonstrate how the aircraft will move about its axis proportional to the amount the controls are moved.  |
| **9. Effect of airspeed on control response.** | 15 min. Demonstrate the responsiveness of the controls and 45, 50 and 60 kts. (50 kts being normal) |
| **10. Adverse yaw and co-ordination.** | 10 min. Demonstrate adverse yaw and how to fix it. REF Fig. 5 |
| **11. Selection of the Datum Attitude**  | 15 min. Learn how to re-select the datum attitude. |
| **12. Lookout and use of the visual horizon.** | 5 min. Do not depend on instruments; listen to changes in airflow noise. Keep on lookout for other aircrafts. |

**CONSOLIDATION**

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| **Summary**The cadet(s) have now learnt how to select the datum attitude and use co-ordinated controls. |
| **Test Learning**Place the aircraft is different attitudes and airspeeds. The cadet must then bring the aircraft back to the datum attitude. |
| **Restate Objectives** By the end of this lesson you will be able to:* + To select the datum attitude using co-ordinated controls.
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| **Student Questions** |
| **Review and Look Forward**Next Lesson: Effects of Controls – 2AIMS: * To select the datum attitude and fly in balance and in trim.
* To operate the airbrakes correctly.
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