

General Flying

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On arrival at a New Squadron:

Report, read standing orders etc.

Look round Aerodrome, impossible parts are marked 2 1/2' sq red flags.

Dual Control:

Obey your instructor implicitly.

Be light on control.

Solo:

Before: Can you take off, fly straight, turn & land again? If not ask for more dual control giving reason or reasons. If you can, examine machine thoroughly especially under carriage. Everything you see should be in perfect order i.e. turn buckles locked, split pins open, all wires at proper tension, control wires not frayed. Test controls, see that all controlling surfaces move freely. Test engine carefully. Note direction of wind from wind indicator. Get all clear signal from mechanic.

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Taxiing: Taxi slowly to avoid straining fuselage. Keep the tail on the ground. Keep to the sides of Aerodrome, if windy have mechanics on wing tips or you will turn over

Taking off: Nose into wind & a long run ahead. See that no one else is taking off or landing. Open throttle gently, taking care not to choke the engine. Get tail off the ground, allow for prop. torque by using rudder. Hold machine down till the air speed indicator shows flying speed, then ease machine off, don't pull her off. Fly straight till you have at least 500ft before turning. If your engine fails below 500ft when taking off, put the nose down, keep straight on, because it is impossible to turn down wind at a low altitude with a failing engine. Having attained 500ft. you may then turn.

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G.F. (2)

Return over Aerodrome & take up circuits as ordered by circuit flags. Red triangular flag denotes right hand circuits to be flown. Blue triangular flags left hand circuits to be flown.

Landing:

Note direction of wind, see that no one else is landing or taking off. Nose into wind, throttle down, taking care not to lose the engine. Glide into Aerodrome, land as slowly as possible.

Land as far away from sheds as possible. If overshooting mark, loose height by making S turns. Having made a bad landing open throttle, taking care not to choke the engine.

Fly level till engine picks up revs, & machine flying speed, then climb.

Day landing devices:

- | | |
|----------------------|----------------------|
| (1) T | } land with them |
| (2) Model Aircraft | |
| (3) Wind bag or cone | } land against them. |
| (4) Flags | |
| (5) Smoke | |

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Night landing devices: 3 petrol flares on best part of Aerodrome, as under: with red lights on obstacles which are in flight when taking off & landing. The right way to land is to touch land on the right of No 1 flag & run towards a point between the 2nd & 3rd flares.



Cross Country Flying: On receiving orders, collect maps covering area. Work out course thoroughly. Note prominent land marks & estimate you will pass over each one. Take up picketing gear, orders, petrol requisition forms, phone nos. of home aerodrome & destination, maps, also personal equipment. Examine machine carefully, see that petrol & oil tanks are full. Set Aneroid at zero. Having taken off climb to 3000 ft over

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[Illustration of red flags and wind direction]

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G.F. (3)

Aerodrome, then pick up course. Fly by compass all the while, check by land marks. Always have a forced landing ground in view.

Forced Landing: Note direction of wind, fly down as slowly as possible, trying to re-start engine the whole time. Land as slowly as possible. Having made good landing place machine in sheltered corner, nose into wind. Picket down by ropes from base of outer interplane strut, taking care to protect the leading edge, also rope round each end of axle & ropes round tail skid. If very windy jack up tail a little & dig in wheels a little into flying position to decrease resistance. Lash control column central.

Always cover up engine, prop, & cockpit.

Obtain a guard, Military if possible. Keep civilians off. Pilot must never leave his machine except to report to squadron commander by phone or wire as follows: Name: Type No of machine, whereabouts, cause of landing, damage to machine if any.

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Detail of part required & number of men.
Whether it can be repaired by a nearer unit.
Condition of approach by road. Whether
machine can be flown out of field. When
all right ring up Squadron commander for
permission to proceed. If you can get
assistance from a nearer unit report to them
exactly as you would your own squadron.

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