

AIR CADET FLYING PROGRAM

A-1 AFFIRMATIVE (I WILL COMPLY OR I UNDERSTAND)

DAY Hand raised thumb up

NIGHT For acknowledgement



A-2 NEGATIVE (NOT CLEAR OR I WILL NOT COMPLY)

DAY Head right arm straight out perpendicular to the ground with hand displaying the thumb down with left hand remaining along body pointing down.

NIGHT For acknowledgement



A-3 THIS WAY

DAY Arms above head in vertical position with palms facing inward.



A-4 PROCEED TO NEXT MARSHALLER

DAY Right and left arms held vertically with hands pointing up, knees and extend arms outward to sides of body and point with hands to direction of next signaller in line area.



A-5 SLOW DOWN

DAY Arms above head with palms toward ground, then moved up and down several times.



A-6 TURN LEFT

DAY Hold both arms parallel to ground with hands, extend up, knees, left hand moves repeatedly up and down the size of hand motion indicates the size of aircraft turn.



A-7 TURN RIGHT

DAY Hold both arms parallel to the ground with hands, extend up, knees, right hand moves repeatedly up and down. The size of hand motion indicates to the pilot the size of aircraft turn.



A-8 MOVE STRAIGHT AHEAD

DAY Extend both arms in front with palms up, move fingers up and down 30-degrees from chest height to head.



A-9 SET BRAKES

DAY Raise both arms above head with open palms forward, ensure visual contact with the flight crew then close both hands into a fist. Do not move until receipt of thumbs up from flight crew.

NIGHT Arms above head then hands crossed.



A-10 RELEASE BRAKES

DAY Take both hands above shoulder height with closed fists facing the flight crew, ensure eye contact with the flight crew then open hand with palm forward. Do not move until receipt of thumbs up from flight crew.

NIGHT Crossed hands, then uncrossed.



A-11 STOP

DAY Arms crossed above the head, palms facing forward.



A-12 AMBAGIOUS STOP

DAY Lower as A-11 but done slowly and repeated until aircraft stops.



A-14 REQUEST CLEARANCE FOR PERSONNEL TO APPROACH AIRCRAFT

DAY If beckoning motion with other hand in eye line.



A-15 REQUEST BY MARSHALLER TO MOVE PERSONNEL TOWARD AIRCRAFT

DAY Other hand raised vertically above head, palm towards aircraft, the other hand held horizontally and indicating to pilot that personnel are standing by to approach the aircraft.



A-16 PERSONNEL APPROACH THE AIRCRAFT

DAY Other hand raised vertically overhead, palm towards aircraft, the other hand points to personnel standing by and indicates when personnel are to proceed.



A-17 INSERT CHOICS

DAY Arms down, fists closed, thumbs extended inward, seeing arms extended outward.



A-18 REMOVE CHOICS

DAY Arms down, fists closed, thumbs extended outward, seeing arms extended inward.



A-21 GROUND ELECTRICAL POWER SUPPLY INSERT

DAY Hands above head, left fist partially clenched, right hand moved in direction of left hand with first two fingers extended and inserted in a circle made by fingers of the left hand.



A-22 GROUND ELECTRICAL POWER SUPPLY DISCONNECT

DAY Hands above head, left fist partially clenched, right hand moved away from left hand, with pointing first two fingers from circle made by fingers of the left hand.



A-23 START ENGINE

DAY Left hand overhead with appropriate number of fingers extended to indicate the number of the engine to be started, and whole motion of right hand at head level.



A-27 CUT ENGINE

DAY Either arm and hand with thumb pointing, with hand moving across throat position.



A-28 DIE

DAY Make rapid horizontal figure 8 flight motion at waist level with other hand before other hand is pointing at source of fire.



A-31 LOWER WING FLAPS

DAY Hands in front, palms together horizontally then opened from the wrist, cross-side mouth-fashion.



A-32 RAISE WING FLAPS

DAY Hands in front, horizontally, with palms open from the wrist, then suddenly closed.



A-44 NOT BRAKES

DAY Arms extended with thumbs up, palms to the ground, palms facing inward.



A-50 FUEL PULL

DAY Right hand is repeatedly drawn across the forehead with palm facing forward. Left hand points towards the fuel tank.



A-51 WING WALKER GUIDE

DAY Take right hand above head level with fingers, pointing up, move left hand up and down with palm facing down toward body.



A-53 DISPATCH AIRCRAFT

DAY Perform a standard salute with right hand to dispatch the aircraft. Maintain eye contact with flight crew until aircraft has begun to taxi.



A-54 DO NOT TOUCH CONTROLS

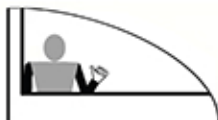
DAY Extend right arm above head with a closed fist. Left arm remains steady at side along body.



GLIDER SPECIFIC

Level Wings

The glider pilot indicates the wing position to the wing person by pointing the wing by showing the thumb up with the left hand and by calling out the command.



Take up slack

The glider pilot issues the command to the wing person back up person verbally and showing the left hand and both fingers.



Take up slack

The signal consists of movement of the arm or both of the fingers a corresponding of 90 degrees as below the waist.



All out

The glider pilot issues the command to the wing person back up person verbally and by showing the thumb and two fingers on the left hand.



All out

The signal consists of movement of the arm in a continuous 360 degree clockwise motion in front of the body.



Open line hitch

The hook up person gives the instruction to the pilot who repeats the message and slowly opens the release mechanism.



Close line hitch

The hook up person gives the instruction to the pilot who repeats the instruction and slowly closes the release mechanism.



Die

The stop signal, consisting of open palms with the arms held high, that always be used with a verbal command.

