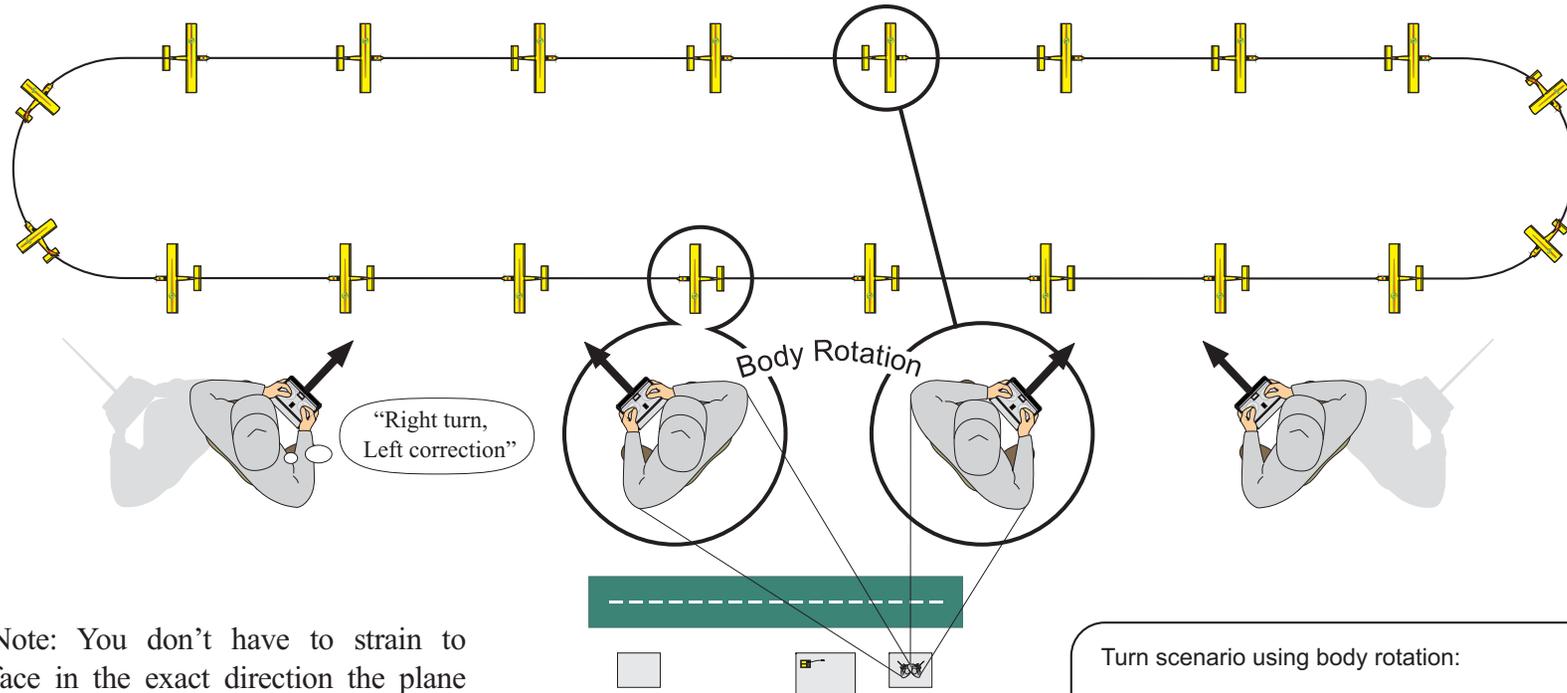


Improving Left-Right Orientation Using Body Rotation

To reduce left-right confusion, face your body and especially the transmitter in the general direction the airplane is traveling so that your own left and right match that of the plane. Since most flying is from your left to right, and right to left, there are only two general directions to face.



Note: You don't have to strain to face in the exact direction the plane is traveling to realize the benefits of body rotation. Moving your body and the transmitter even just a little will help considerably.

Note #2: Body rotation naturally starts disappearing within a few days as you shift from thinking about your own orientation to thinking more about guiding the plane as if you were in it.

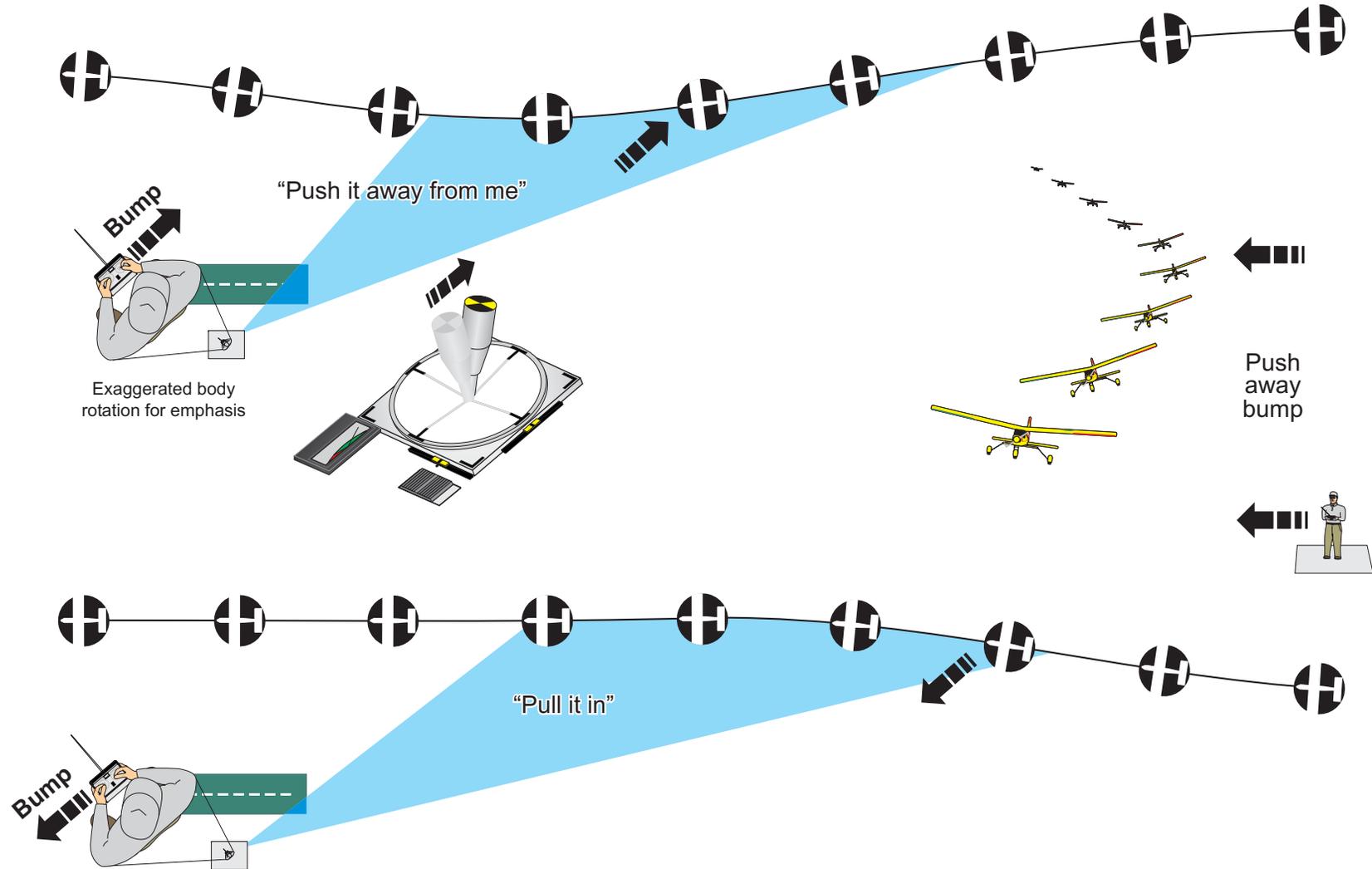
While this practice tends to be frowned upon by flyers who learned without it (and thus believe others should as well), in truth nothing will put your head into the cockpit faster than orienting your body as if you were in it.

Simulator flyers might want to consider at least moving the transmitter a little.

- Turn scenario using body rotation:
- A. Start the turn.
 - B. Hold in up elevator throughout the turn.
 - C. Rotate your body at the half way point or immediately after the turn to face in the general direction the plane will be traveling.
 - D. Keep holding in the elevator and turning.
 - E. Correct the turn (Right turn, Left correction).

Improving Left-Right Coordination Using “Push Away - Pull In”

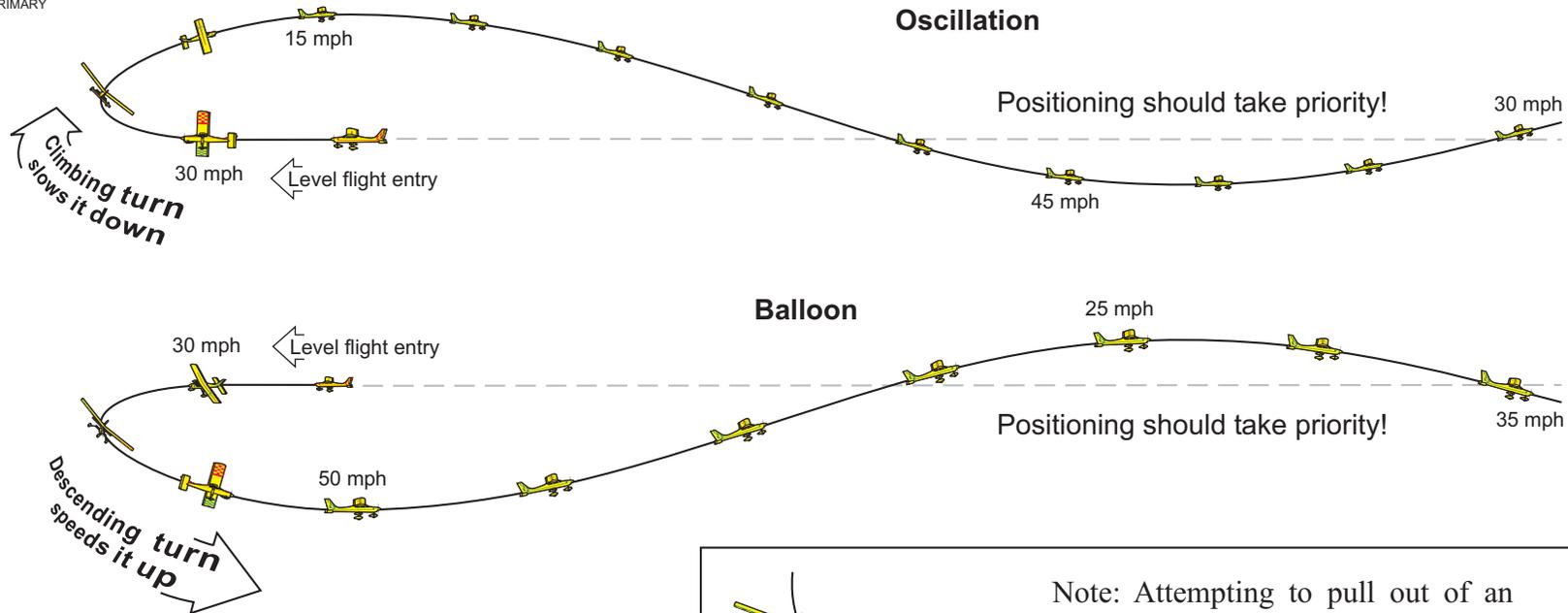
To reduce early left-right confusion when the plane is flying toward you, face in the general direction that the plane is heading and simply think in terms of applying the control stick in the general direction that you want the plane to go, i.e., “push away”- “pull in.”



KPTR: Together with body rotation, think in terms of applying the control stick in the direction you want the plane to go.



(Instructor's) Warmup Comment



Positioning needs to be prioritized during your early practice flights, that is, do not let the plane get away from you! It's recommended that you do not initially try to correct every little oscillation. Most unintended oscillations are due to airspeed changes taking place in climbing and descending turns (not wind as most people think). As turns improve, the oscillations will go away. Trying to correct every little oscillation will distract you from the more urgent tasks of positioning and getting better at keeping your turns level.

Note: Attempting to pull out of an oscillation before leveling the wings will result in an inadvertent turn. Trying to correct every little oscillation could therefore result in turning all over the sky. That is why instead of correcting oscillations, positioning should be your #1 priority!

The diagram shows two aircraft. The top aircraft is in a steep climb, with a red arrow pointing downwards towards the bottom aircraft, indicating a pull-out attempt. The bottom aircraft is in level flight, with a callout bubble labeled "Intended Path" pointing to the right.

The point is: Why spend a lot of your time correcting something that is going to all but disappear as soon as you master the turns?! (Most well designed and properly balanced trainers will soon settle back into level flight on their own after entering an oscillation.)