

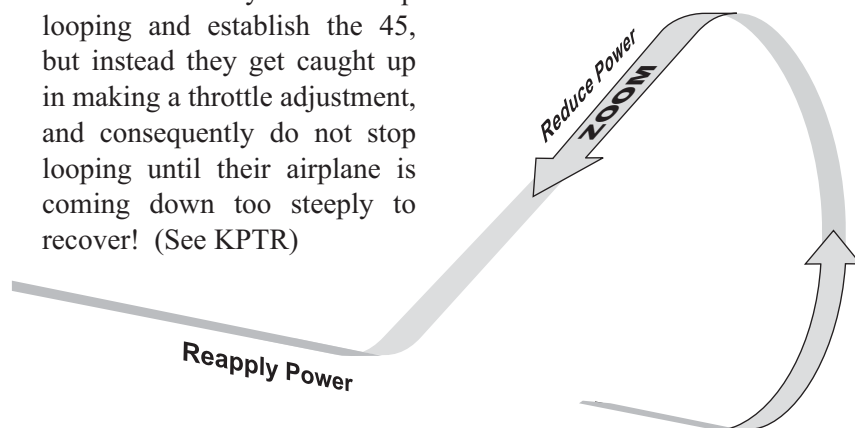


DAS System of Precision Aerobatics Conclusion

Whenever a throttle reduction is deemed necessary, target a specific throttle position (e.g., half), commit to it, and then focus on completing the maneuver.

Understand that when gravity is accelerating a plane, the faster air passing through the propeller causes the rpm's to remain high even after reducing power to half throttle, and as such an audible change may not be obvious. Attempting therefore to base throttle adjustments on the sound of the engine, and not the stick position, typically causes pilots to pull the throttle back further than what is needed, and spend so much time messing with the throttle that the rest of the maneuver suffers.

Cautionary note: Airplanes are regularly put into the ground when pilots reach the point in a Cuban where they need to stop looping and establish the 45, but instead they get caught up in making a throttle adjustment, and consequently do not stop looping until their airplane is coming down too steeply to recover! (See KPTR)



When I think of students of the 1st U.S. R/C Flight School DAS System, I think of a statement made by a past AMA President that went like this:

“80% of the average R/C flyers spend 70% of their average flight bringing the airplane back from somewhere they hadn't intended it to be!”

Your foundation of knowing what, how, and why you do what you do, establishes you as unique/elite in the R/C community.

Whether you are in this sport as a hobby, for fun, or for the satisfaction, you are a cut above. Enjoy!

Instructor

KPTR: Regularly review Phase II to keep from joining the ranks of flyers who are unwittingly trying to put the finishing touches on their otherwise deficient maneuvers!