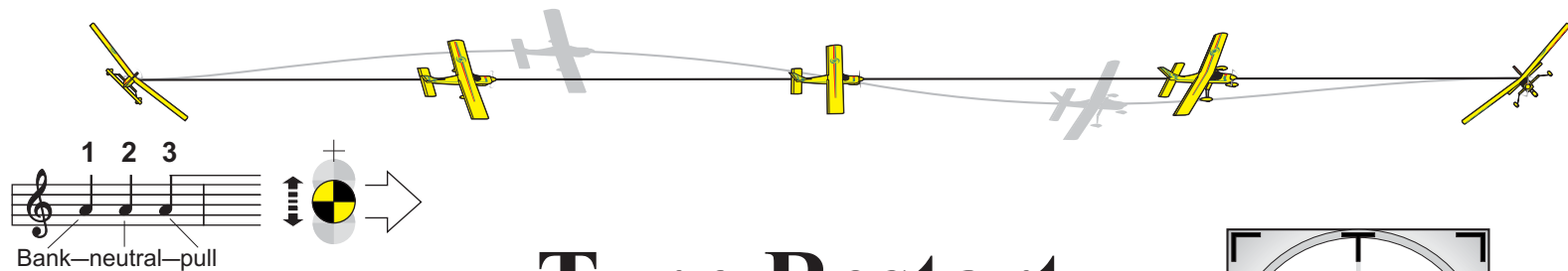


# Precision Control Inputs

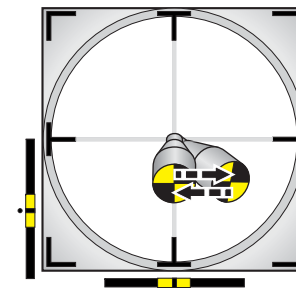
## Aileron Bump Course Adjustments and Straight Lines



## Procedure Turn



## Turn Restart Restarting and Tightening Procedure Turns





## Precision Flight Control Inputs

In this section: C-38 details the aileron bump input used for establishing and maintaining straight lines, making small course changes, and reducing over-controlling.

FYI. 1st U.S. R/C Flight School students frequently credit the forgiving bump as the biggest reason for their landing successes, mostly because of the importance of making small inputs when low to the ground and flying straighter approaches to the runway.

C-39 details the aileron bank input used in a *procedure turn*.

C-40 & 41 detail the up elevator input used to maintain a level procedure turn.

Note: Procedure turns in full-scale aviation are pre-set course reversal turns executed to such precise standards that the results are the same whether performed day or night, in the clouds or out — similar to our intention of executing pre-set turn inputs to produce consistent turns whether high or low, near or far.

C-42 details the procedure turn *correction* input used to level the wings and stop turning.

C-43 summarizes the full procedure turn, and suggests the most effective exercise to avoid over-controlling turns.

C-44 details the procedure for *restarting* a procedure turn that has *washed out*.

C-45 & 46 illustrate a typical first flight scenario and pre-flight exercise using bump and procedure turn inputs.

C-47 illustrates how to tighten an otherwise good procedure turn.

KPTR: The goal of the bump and procedure turn is to produce consistent in-flight results from the initial inputs.