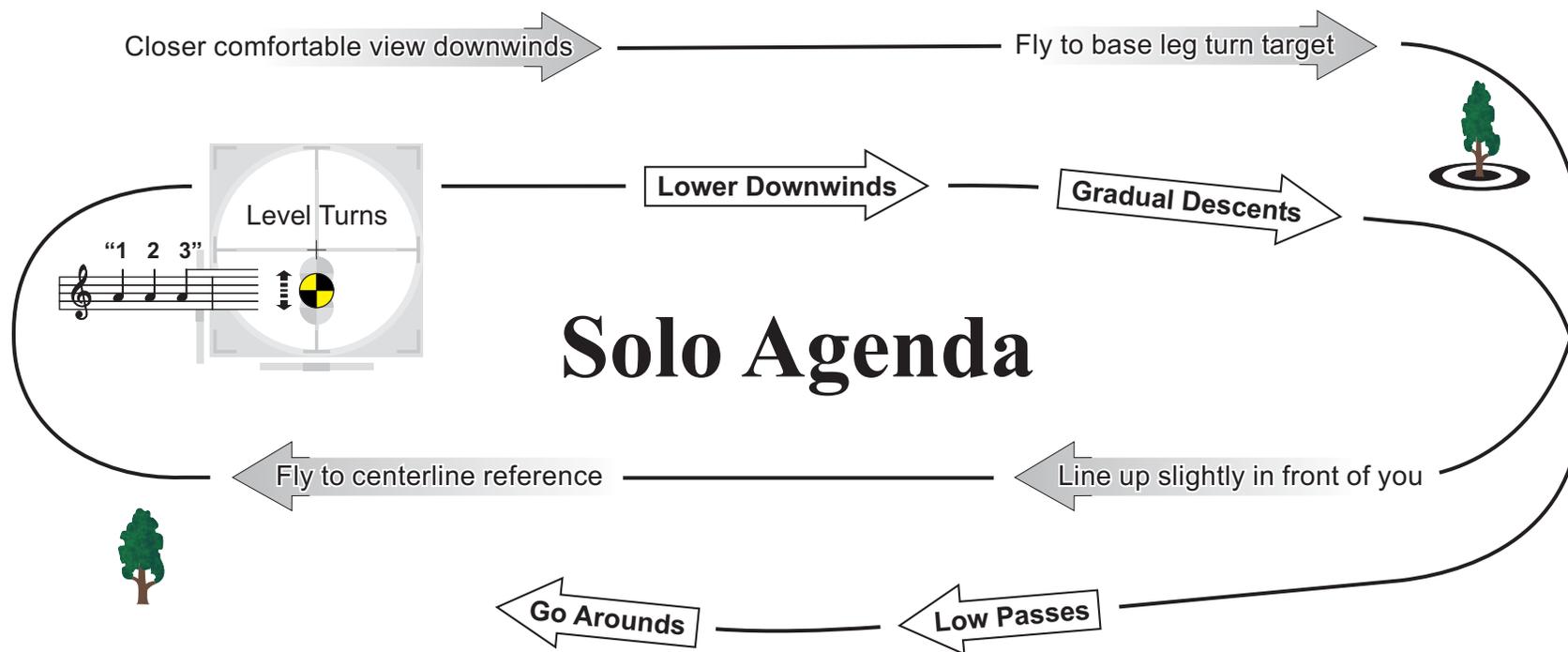


# Solo



## Preparations and Considerations





## Solo Checklist and DAS System Conclusion

- Pre-flight the airplane.
- Survey the flying environment and determine the extended centerline references.
- With consideration for wind, choose a base leg turn target, and
- anticipate how close the plane will have to be flown in reference to me to overfly the runway.

### Takeoff. I plan to:

- Fly the airplane no matter what and never hold in the aileron.
- Smoothly neutralize the elevator and level the wings after lifting off.
- Maintain or reestablish the centerline climbing out.
- Reduce power and glance at the throttle before turning.
- Trust “1-2-3,” and then adjust the elevator to keep the turn level.
- Consider safeguarding the first turn(s) and initially using a smaller bank input.
- Fully correct the turn and establish my downwind leg in comfortable view before attempting anything else.
- Trim only when there is the opportunity to do so.

### Stage I: Establish the Landing Pattern. I plan to:

- Keep the downwind legs in closer to make the target easier to get to.
- Fly to the base leg turn target.
- Compliment my later landing by lining up in reference to myself and overflying the runway right away.
- Fly to the extended runway centerline reference.
- Start my turns “1-2-3,” and adjust the elevator to keep each and every one of my turns level.
- Anticipate the direction to correct the turns before it’s time to correct.
- Fully correct the turns.
- Adjust my base leg turn target to effect better lineups.

### Stage II: Lower the Landing Pattern. I plan to:

- Initiate gradual descents when there are opportunities to do so.
- Practice low pass lineups and go arounds.
- Consider safeguarding and using a smaller bank input to start low level turns.
- Make smaller less frequent aileron bumps lower to the ground.
- Idle the engine only after establishing a great lineup.
- Go around if not satisfied with the approach.
- Avert the pressure to land after an overshoot by only planning to set up a lower low pass, not to land!

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