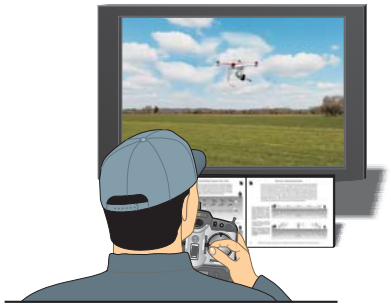
Multirotor Simulator Flight Training Introduction

The following basic flight training practice agenda centers around a typical entry level 6-axis multirotor (without active GPS) and is based on the timeless crawl-walk-run approach used to produce maximum results in the shortest amount of time. The lessons are presented and structured assuming that the reader is taking advantage of practicing on a flight simulator prior to flying in the real world. As for those without a simulator, the following pages will serve as additional ground school emphasizing the objectives that should take priority during early practice flights.



It's a fact that most drone pilots jump right into flying and then start figuring out what they need to know as they go along. Of course, along the way there are numerous crashes, repairs($), and a lesser degree of safety, as you no doubt have seen in the news. Certainly not the best foundation if one day they plan to fly more substantial multirotors with expensive cameras attached! While it is true that just about anyone can fly a modern multirotor without instruction or sim experience, the fact that you have chosen to follow a proven training program indicates that you are much wiser. By the way, if you're wondering whether structured practice might take some of the fun out of flying, the truth is, those who consistently perform well always have more fun than those who choose the outmoded trial-and-subsequent-error approach.

With seemingly nothing at stake flying a sim, you may be tempted to rush through the initial crawl-walk stages to get to more exciting maneuvers. Yet, keep in mind that under real world pressure you'll revert to whatever techniques you had been practicing beforehand. Thus, if the purpose of simulator training is to better prepare for real world success, it is imperative that you practice each lesson on the sim, even the remedial ones, until they start becoming habit.

Frankly, the real world multirotors that you will fly probably won't handle exactly like the ones you fly in the simulator, however, just like driving different cars, the differences usually have to do with how quickly they respond, yet the mechanics of how they are flown should be fairly similar.

When possible, your odds of success can be further improved by picking a flying field in the sim that resembles where you intend to fly in the real world (even if it's just a psychological effect). It also helps to use the radio you'll be flying with in the real world, and most importantly, pick a multirotor in the sim similar to the type you intend to fly.

KPTR: The more you treat your sim practice like real world flying, the easier the transition will be.