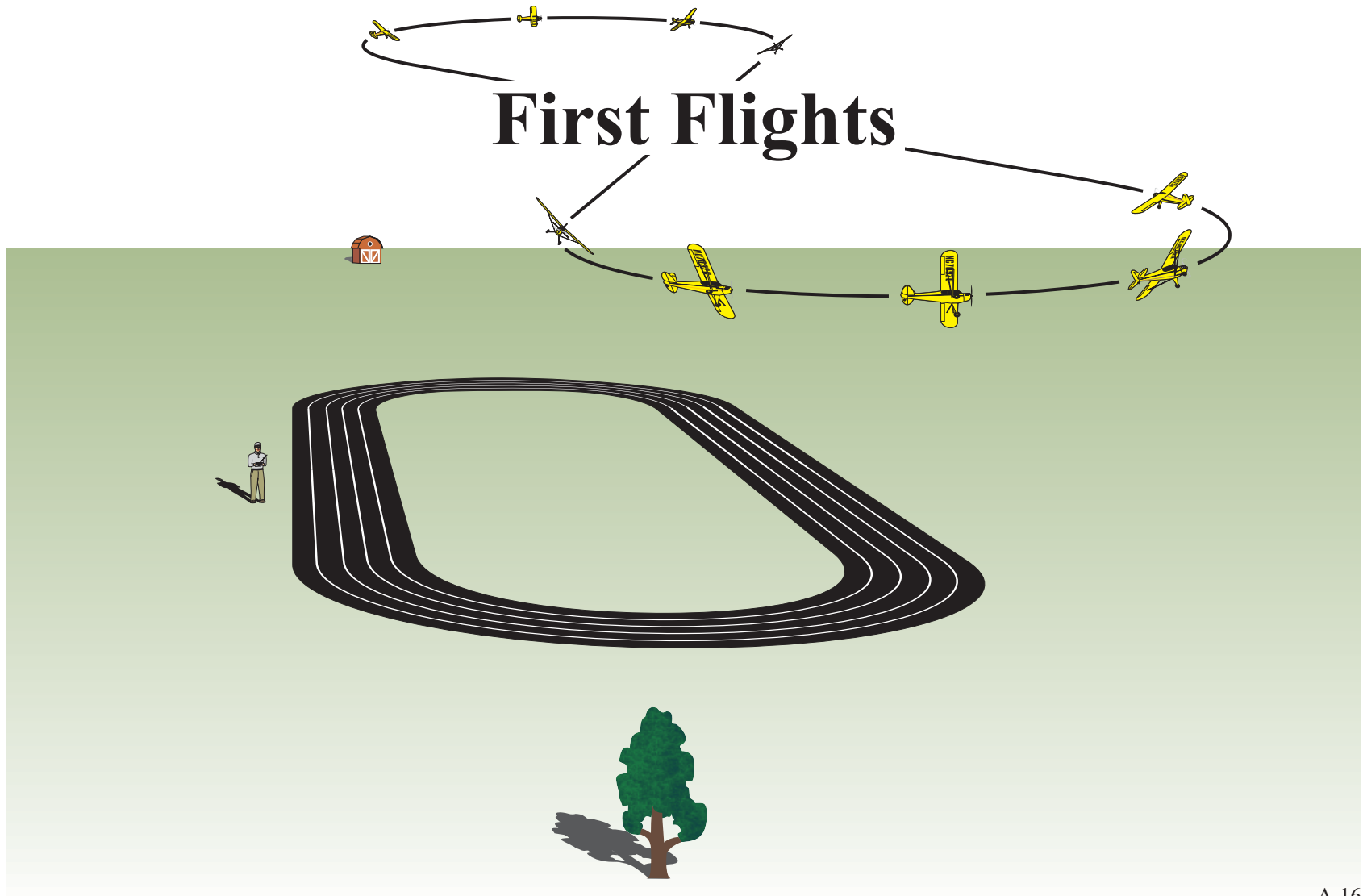


Learning to Fly





First Flights Introduction

It has been said that fear is what happens when one finds himself in a situation that he's not prepared for. Confidence has been described as a feeling of optimism. That is, instead of hoping for success, a plan is in place to succeed.

Let's assume that before you fly for the first time that you have practiced on a simulator, or at least you have rehearsed the turn, straight line, and course adjustment control inputs on your transmitter. That way, when you do fly, you will be less concerned with how to fly and be able to devote more attention to flying well.

Note: You should delay flying in wind until you gain more experience. Wind (turbulence) does more than increase a pilot's workload. Wind's principle effect is exaggerating any mistakes or bad habits that a person can otherwise get away with in calmer conditions (something golfers know all too well)! You need to know that wind has an exponential effect on light models. That is, a 10 mph wind will effect a light model a lot more than a 5 mph wind. Thus, it is better to wait for a perfectly calm day to fly your first flight, than to learn the hard way that wind and light models don't mix well.

If you've never flown before and your radio setup offers "beginner (low) and sport (high)" control rates, start out with the more forgiving low rates. Save the high rates for when you have developed a need for them. You should also avoid adding extra bells-and-whistles to your radio setup, even though they may sound good, until you have the experience to know whether they will really help or become a hindrance.

Some R/C transmitters have a signal range of over a mile. If you're not flying at an R/C club site, you need to be certain that you are at least 3 miles away from the nearest club site to avoid radio interference when flying an FM or PCM radio. To be safe, it would be better if you were at least 4 miles away. Inquire at your local hobby shop if you're not sure where the nearest club is located. (No one wants to crash or be responsible for interfering with the control of someone else's pride and joy!)

If you have no R/C flying or simulator experience, you should initially seek help from an experienced R/C pilot, especially to help with trimming your airplane to fly hands off straight and level at half throttle.

KPTR: Practice good control inputs and fly with a plan and you'll likely be rewarded with first flights that consist mostly of improving your skills, developing confidence and having more fun, instead of trying to stay out of trouble.