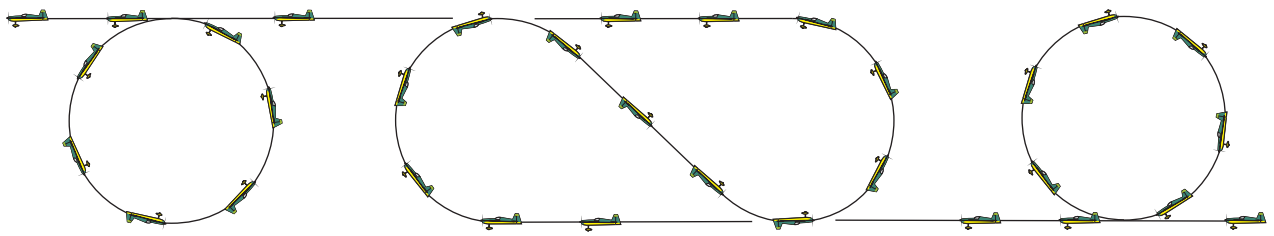
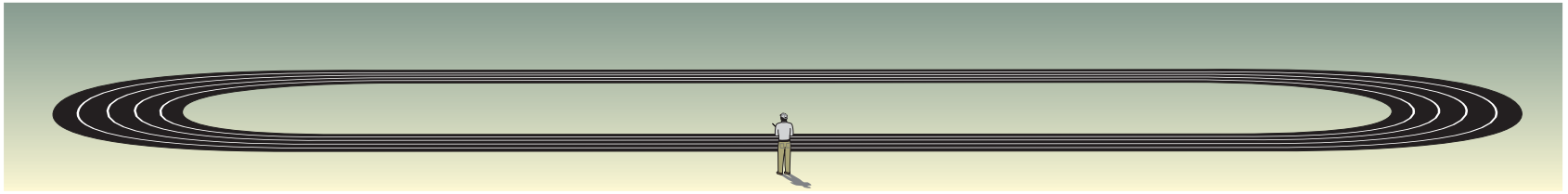
Flight Testing

Rudder and Pitch Trimming

Travel and Expo Adjustments

Evaluating Mixes and P-factor





Preliminary Flight Testing Considerations

A lot of learning usually takes place between learning basic aerobatic skills and attempting 3D. It's therefore assumed that anyone seriously undertaking 3D has become reasonably proficient at aerobatics—having learned the rudiments of loops, slow rolls, inverted and knife edge flight. Presumably, you always enter your loops with the wings level, can manage your power settings well during maneuvers, are comfortable using the rudder, and are not using expo to mask gross bad habits. If so, you can look forward to 3D flying success.

A thorough series of flight tests and checks are required to program your radio for 3D flying. These flights should not be viewed as practice flights, but a time to evaluate your plane's tendencies and fine tune your radio setup.

It's important to perform your initial flight checks in calm conditions. This will make it much easier to detect your plane's tendencies and thus the appropriate mixes to use. Calm conditions will also spare you from having to make wind corrections that might conflict with those mixes.

Correcting for crosswinds is thoroughly covered in *Precision Aerobatics*. For those who haven't learned to correct wind yet, as a rule, the wind has a greater effect on maneuvers during the slower segments (e.g., over the tops of loops) than during the faster segments. Thus, the slower segments are when a pilot normally expects to use rudder to crab the airplane into the wind to prevent wind drift. Mixes can upset this fundamental wind correction principle and force a pilot to take a "wait and see" approach to wind correcting. Hence, evaluating the effects of mixing is much simpler without having to deal with these types of issues right away.

KPTR: Delay attempting 3D maneuvers or flying in wind until you have evaluated your plane's tendencies and programmed the appropriate mixes.