

## Training

Most of the things we learn about flying RC are just plain fun. Learning to solo, learning to keep your plane level, learning loops and other aerobatic maneuvers are really fun. It is also fun to build, maintain and repair your aircraft or to modify its design or abilities through your own efforts. For some of us it is just plain fun to play with those little engines.

A few of the things we learn in the hobby though, are not quite as much fun. That first hard landing causing a broken prop is just a small indication of what may be just around the corner. The first time you lose orientation and begin to sweat whether that bird is going to make it back at all can be a wake-up call. But one of the things that pretty much gets everyone's attention is the "dead-stick" landing! When things turn out well, they can be viewed as fun. When things turn out really badly...they are a real bummer!

Consider that you are just flying around having fun and perhaps doing a few tricks, when *suddenly you realize*..."I don't have any power and I don't think I hear the engine anymore"!!! "Quick, quick...how do I save this thing? How can I land without power...without damage?? How far will it glide? How slow can I fly it? It's heading the wrong way!!

Well my pilot friend, you may just have waited a little too long to have asked yourself those questions! You might **now** benefit if you had made time **earlier** for some **practice** doing these "dead-sticks". If you had, right now you might be "in-charge" and "sittin' pretty".

But you ask "how can I practice without actually doing the whole 'dead-stick' deal that I'm trying to avoid??" Well, there is a trick! We actually cheat a little bit and use what you might call "idle-stick" instead of "dead-stick" for practice. To keep the key points clear and easy to remember, we can put them in a short list:

1. It is better to practice under controlled favorable conditions than in an emergency.
2. Practice with the engine at idle and you can power-up if needed.
3. After you become comfortable start the dead-stick at random times but having someone else or a timer determine when to idle the engine.

Remember that each different aircraft will exhibit different flying characteristics in a dead-stick situation, so practice with each of your different aircraft might be beneficial.

There is another related topic which we will not cover until some future date, and that is "how do you prevent (well maybe just minimize) dead-stick landings in the first place". Some thoughts on that might be helpful.

And, as always... remember to try something new each time you fly!

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