

Website of the Month

For this month's website, I chose a website created by Matt Brown who is just a RC enthusiast like us. This website may be particularly helpful for the beginner. Here is the link:

<http://www.hooked-on-rc-airplanes.com/index.html>

Do you have a favorite website? If so, let me know and I will put it in the newsletter. Favorite online store, how to build, how to fly, etc- send me the link! My email address:

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Disorientation

Last month's training article discussed airplane colors and visibility. Dave Heape previously wrote a training article for Pilot Talk discussing disorientation. I thought a reprint of Dave's article would be a good follow on to last month's article. So here is Dave's terrific masterpiece (Thanks Dave!):

Once you have gotten to the point that you are able to take your airplane up by yourself, your learning phase has really only just begun. Getting the airplane in the air, keeping it there, and getting it back to the ground in one piece (more or less) is a great feeling but there is a world of challenges ahead of you. Look for the challenges and set some specific goals for improving your flying ability.

One of the first, and probably the most rewarding, goal to strive for is to go home with no repairs required to your airplane. At first, small incidents, from broken props to minor structural damage is common. Bent landing gear, broken firewalls and cowl cheeks, broken wings and wing saddles, detached tail surfaces, etc. are all minor things that can be fixed pretty quickly, but indicates that some more practice is in order. I remember the first day that I went home and didn't have to make any repairs. First, my wife was shocked, but very impressed, and secondly, I seemed lost until I got back to the field; I didn't know what to do with my time. *But I sure felt proud!* I grinned until I broke something the next time! As experience goes up, repairs go down.

I find it is helpful to count the number of times that you land with the engine running (or not running, whichever may be easier) during a flying session. As you get more and more experienced, you stop getting the prop into the ground more and more often, allowing yourself the option to taxi back to the taxi way rather than having to walk to the airplane to

retrieve it. This is a good indication of your improved flying ability, so just keep monitoring that aspect of your flying.

I have also noticed that early on, pilots (I certainly did) get disoriented a good bit. Not knowing if the airplane is coming at you or going away, whether it is upright, or inverted, just not knowing what the airplane has done and is doing, and generally losing control for a short time all indicate some degree of disorientation. Disorientation is generally followed by a pucker factor recovery, or in some instances, a rapid deceleration at zero altitude; **CRASH**. Keep a count of the number of times that disorientation happens to you in a day of flying. As you get better, the number of times you get disoriented reduces, until one day you will have the joy of saying, "**ZERO!**" That is a great feeling, and lets you know that you are, number one, staying ahead of the airplane better, and number two, getting better at "reading" the airplane. To avoid the crash thing, fly at a couple of mistakes of altitude until disorientation has been brought down to a reasonable level.

A goal for all of our pilots, especially guys who have just soloed is to complete our Pilot Proficiency program. You can find it on our website as a download, and it is a good measurement of how well you are progressing.

As always, get as much stick time as you can.

Dave Heape

See you at the field.

Alan Fry

Training Coordinator