

BEGINNER'S GUIDE TO FLYING ELECTRIC AEROPLANES

BEFORE LEAVING HOME

WEATHER – Suitable? Start with *calm days only*.

TRANSMITTER & ON BOARD BATTERIES charged. NiCad & NiMh motor batteries need charging on day of flight. Transmitter must be **certified** to fly at club.

CHECKLIST (keep list with Flight Box)

Hat, Sunscreen, Sunglasses, Membership Card, MAAA card, Fuselage, Tail, Wings, *Wing Joiner*, Canopy, Hatch cover, Transmitter (including charged batteries), Batteries, Charger, Leads, Frequency key, toolbox, glue, knife, tape, meter, screwdrivers, field/clubhouse access key.

PRE FLIGHT CHECK

Assemble plane.

Check Centre of Gravity.

Airworthiness (linkages / slop / servo connections / battery & aerial secure / hatch secure).

Obtain Frequency clearance – place key in board. RE-CHECK frequency & that key in CORRECT slot.

Turn on transmitter first – **BUT DO NOT TURN ON TRANSMITTER UNTIL YOUR KEY IS IN BOARD!!!**

Transmitter batteries fully charged?

Right model chosen in computer radio?

Ensure Throttle is in OFF position – then turn on Receiver

Controls going the right way? (left, right, up, down) Dual rates set correctly.

Trims **centred** and **travel** correct.

Range Check (Aerial down, check reception 30 metres away, including motor on/off. Assistant required.)

READY TO LAUNCH

Direction of wind? (Launch into the wind)

Before you take off, • KNOW WHERE YOU CAN'T FLY
 • KNOW WHERE THE DANGER AREAS ARE
 • KNOW WHERE YOU ARE GOING TO LAND (clear of people & into the wind).

LAUNCH

Re-check aerial is up(!)

Check Dual Rates and other switches correctly set

Check with other flyers – call - LAUNCHING!!! (LOUD!)

WAIT for response.

Re-check that airspace is clear.

Motor on.

Launch into wind.

Maintain speed – gentle climb (use down elevator as required).

Keep plane up-wind. Keep plane pointing towards wind.

Gain height then throttle down.

Beginners Guide To Flying Electric Aeroplanes (Con't).

FLYING.

GENTLE turns.

SQUEEZE the sticks.

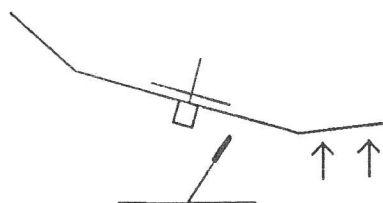
BANK THE PLANE TO INITIATE THE TURN (THEN CENTRE THE STICKS).

COMPLETE THE TURN WITH THE ELEVATOR.

UN-BANK THE PLANE TO MAKE IT GO STRAIGHT AGAIN.

Be ASSERTIVE if required – YOU are flying the plane.

If it's **COMING TOWARDS YOU** then - **PUT A STEERING STICK UNDER THE LOWER WING** to flatten it out.



DROP THE NOSE if necessary to: increase speed; get more penetration; increase directional control.

MAINTAIN SPEED in DOWNWIND TURNS.

DANGER AREAS:

- too low & too far away;
- directly above you:
- downwind;
- near trees;
- too slow & too low.

KEEP AWAY from restricted areas (carpark, pits, people). Fly within club specified areas.

KEEP WELL CLEAR OF OTHER PLANES.

LANDING.

Inform other flyers (LANDING!!!) – WAIT for their response.

Head downwind.

Turn upwind.

Maintain sufficient speed to avoid stall.

Land plane (don't hold it up or it may tip-stall or get tipped up by the wind near the ground - *better the long walk than the long re-build.*)

Call "On the strip".

Clear strip – call "Off the strip".

Landing Approach

<- Wind

TURNING OFF

Turn off plane first.

Turn off transmitter.

Return transmitter to pound & place frequency key on aerial.
