

Airfreddy's Guide on Learning To Fly

**Step-by-Step Guide On the Private
Pilot License From Start To Finish**



High Altitude Maneuvers

HIGH ALTITUDE MANEUVERS: All the high altitude maneuvers are performed usually around 4500 feet Mean Sea Level. If your instructor starts doing them at 2500 feet you may want to just say “can we go a little higher, it is hot in here”. In one of my stories you will see why you want to be at least 4500 feet when you practice. I like to Stay About 3000 FT AGL.

Supplemental Maneuvers I Do

SUPPLEMENTAL MANEUVERS I DO: I try and do some hand eye coordination maneuvers early on so that you start to understand how the flight controls work. Some instructors won't do either of them while some will do Dutch rolls, but I don't know many who do flat turns. This was a maneuver introduced to me when I first started aerobatic training back in about 1990.

Flat Turns

FLAT TURNS: A flat turn is just that, you keep the wings of the plane level and turn the plane with the rudder. As you increase the rudder you will need to increase the opposite aileron. As you are starting off to the left you would increase right aileron as you would increase the left rudder. The plane will turn FLAT. You are basically skidding the plane back and fourth. At the same time you need to make sure your pitch stays at level attitude. I have students do this back and fourth, back and forth. This really helps the student with hand eye coordination. You really have to work the flight controls to keep the nose and the wings level at the same time. This maneuver also shows you that you can actually "GET ON" the plane so it will help you over come any "TIMIDNESS". If you can get your instructor to do these with you, it will help you with our understanding of what the flight controls actually do. I let my students practice them for about a half hour. You don't want to just see the maneuver, you want to get a feel for the airplane. The longer you practice these, the better off you will be.

When you get to crosswind landings the flat turn is a very helpful maneuver if you are having problems with the wind blowing you all over the place.

Dutch Rolls

DUTCH ROLLS: Dutch rolls are much more common and many instructors will do them and they are a great coordination maneuver to do. They are on a lot of the DVD courses out there. What you will do is line the aircraft up on a point straight in front of you and then start a roll to the left. Then just before the plane starts turning you will want to go back to the other side. Remember, the rudder will keep the nose straight on your point. The only bad thing about this maneuver is that it does have a tendency to make people sick if they are not used to them. I always wait till the end of the second flight to start doing them.



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