

Airfreddy's Guide on Learning To Fly

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



Trimming the Airplane

TRIMMING THE AIRPLANE IN FLIGHT: One of the most important things you will need to start getting used to trimming the aircraft. When you did your runup, you should have trimmed the airplane for the takeoff position. Once you get into the air you will want to use this to make the plane work for you. I always tell students " YOU FLY THE PLANE, DON'T LET THE PLANE FLY YOU". At first you will feel a little goofy and over loaded. This happens to everyone, so don't just think it is you.

You ideally want the plane to fly itself, you will accomplish this with the trim. The trim wheel is located just below the throttle and mixture in the Cessna's and between the pilot and co pilot seats in other aircraft. So I will start off with two simple rules of thumb.

NOSE FORWARD-TRIM FORWARD: If you have to apply a lot of forward pressure on the control to keep the nose down, you will want to spin the trim up in the Cessna's and forward in the aircraft where the trim wheel is located between the seats.

NOSE BACK-TRIM BACK: If you have to apply a lot of backpressure on the control column, you will need to spin the trim down in the Cessna's or back where the trim wheel is located between the seats.

You will need to get the feel of this. At first you will over trim the aircraft. When you start don't spin the wheel to fast, this will help over trimming. Another thing to think about is letting the plane settle down before you start spinning the trim like crazy.

If you are in a climb and want to level off, the plane is going to start gaining airspeed. Trim a little forward then hold the nose were you want it. When you feel the control column pushing against you, then start trimming forward. Just don't rush, take your time and feel what the plane is doing.



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