

Helpful Tips from Fred Set 1

Get a copy of the Practical Test Standards for the Instrument check ride. The PTS specifies what will be expected of you on the examination.

Chair fly!

- Sit in a chair
 - Imagine yourself at the controls
 - Practice the steps to climb, turn, descend, maintain straight and level, etc.
- It's free, and it works!!

Trim, trim, trim:

Concept:

- The airspeed indicator is the primary pitch instrument
 - Use pitch to get the desired airspeed, then trim to hold it

Steps to trim:

- Set power first
- Select the pitch attitude desired
 - If holding back pressure, the nose wants to go down
 - Use nose-up trim until the pressure is gone
 - If holding forward pressure, the nose wants to go up
 - Use nose-down trim until the pressure is gone
- You must keep your left hand on the yoke to know!
- Release forward or back pressure on the yoke to see if the airplane is trimmed
- Make small trim changes to fine-tune the attitude

- **Note:** Pitch + Power = Performance
 - Changing power changes trim!
 - Changing flap settings affects trim!

Common Errors:

- Being too lazy to trim
- Flying the airplane by the trim alone
- Setting trim before setting power - this just adds work

Coordination

- A coordinated turn means that the forces pulling you to the outside (a skid) and inside of the turn (a slip) are equal.
- The ball indicates the "quality of the turn" as does your body.
- Use aileron and rudder to keep the ball centered. "Step on the ball!"
 - Practice makes perfect!
- Examiners are very aware of how well you coordinate. It tells them a lot about your flying skills in a few seconds.

A Final Note

- **You are the pilot. Make the airplane do what you want it to do.** Be positive, definite, even forceful. *You* fly the airplane. Never let *it* fly *you*.
- From the PTS: "The applicant is expected to be the master of the airplane, with the outcome of a maneuver never seriously in doubt."