

INTRODUCTORY FLIGHT

An introductory flight is an amazing opportunity for you to experience flying. Most flight schools and instructors charge a reduced rate for an introductory flight. Just call a local flight school and give it a shot. You will find that flying is not as difficult as you previously thought. But, it is a lot more fun!

We suggest that you request an early morning or late afternoon flight with the objective of flying in smooth air, which will be more enjoyable to you. Windy conditions will make your flight bumpy. Reschedule if appropriate to ensure a very positive experience and maximum enjoyment.

Congratulations! You have taken the first big step toward learning to fly by scheduling --

1. Your introductory flight with a local flight school,
2. Your Young Eagle airplane ride with the Experimental Aircraft Association,
3. Your first Cadet Orientation Flight with the Civil Air Patrol, or
4. Your first lesson or other flight.

Now that your flight is scheduled, what should you expect? Fun, excitement, and the thrill of flying, of course!

You will meet your instructor (or pilot), and if this is an introductory flight, your instructor will probably take you directly to the airplane you will be flying after a short briefing of what to expect. When you arrive at your airplane on an introductory flight, your instructor will perform the preflight inspection and answer any of your questions. On your first flight lesson, you will do the preflight inspection along with your instructor. During your first few flight lessons, your instructor will go into great detail about what to inspect – with the goal of forming the same habit in you.

When the airplane passes the preflight check, you will get into the airplane with your instructor, who will help you adjust your seat properly and explain the flight controls and the instruments. Fasten your safety belt and shoulder harness before beginning the procedure to start the engine and taxi out to the runway. Notice your instructor is using a checklist to ensure that all of the steps are done in a logical order and that the airplane is safe to fly.

Your instructor may let you taxi the airplane, which you steer with your feet by pressing the rudder pedals.

As all of this is happening, you may say to yourself, "This is great, but how will I ever learn to do all of this?" Remember that, at one time, your flight instructor, airline pilots, and even astronauts were sitting where you are now. This is a new experience and it is natural to feel overwhelmed. You will not be expected to know everything at the beginning.

After all of the checks have been done, your instructor will assure you that the airplane is ready for takeoff. This is why you are here! Your instructor will taxi the airplane out onto the runway, line it up with the centerline, and move the throttle to full power. Most instructors will have you keep a hand on the control yoke and both feet on the pedals. Follow your instructor's movements on the controls, but the instructor is flying the airplane.

LIFTOFF! Now you are flying! That seemed pretty easy, and as the airplane climbs higher, the view is breathtaking. Your instructor will inform you that you have the controls. This means that you are now flying the airplane. Your instructor will demonstrate how to fly straight-and-level, make turns, and climb and descend. These maneuvers are briefly described here and explained in more detail on pages 19 through 24.

- A. **Level flight** means flying at a constant altitude by keeping a reference point, like the airplane's nose, in a fixed position relative to the horizon.
1. The altimeter is an instrument that measures altitude and is used to determine whether level flight is being maintained.
 - a. If altitude is being lost or gained, the nose of the airplane should be moved up or down in relation to the horizon, and then the altimeter should be checked to determine if altitude is being maintained.
 2. Pulling back or pushing forward on the control yoke moves the nose up or down.
 - a. The control yoke is also called a control wheel or control stick. In some airplanes, it is a stick that can be moved right or left and forward or back.
- B. **Straight flight** means flying on a constant heading, or direction. You should form an imaginary line by selecting two or more reference points, like roads, towns, or lakes, that are directly ahead of the airplane. Then keep the airplane headed along that line.
1. The wings should be kept level by using the ailerons. The ailerons are controlled by turning the control yoke left or right.
- C. To **turn** the airplane, you must turn the control yoke, or wheel, while pressing the appropriate rudder pedal with your foot. In other words, to turn left, you must turn the control wheel to the left and press the left rudder.
1. To come out of a turn, you must turn the control wheel in the opposite direction and press the opposite rudder. In other words, to roll the wings level while turning to the left, you must turn the control wheel to the right and press the right rudder.
 2. These control pressures should be gradually and smoothly released as the wings become level and the airplane again enters straight-and-level flight.
- D. **Climbs.** To cause the airplane to climb, you must pull back on the control yoke and adjust the throttle to increase the power.
1. To level off from a climb, lower the nose of the airplane by gradually pushing forward on the control yoke.
 2. When the airspeed reaches the desired speed, reduce the throttle setting to the appropriate power setting.
- E. **Descents.** The airplane loses altitude in a controlled manner. Reduce power with the throttle and lower the nose by pushing the control yoke forward to maintain the desired airspeed.
1. To end the descent, you should raise the nose to a level attitude and, at the same time, increase power to the desired throttle setting.

After 15 to 20 minutes, your instructor will inform you that it is time to return to the airport. Your instructor will perform the landing and explain what is happening. As you exit from the runway, your instructor may let you have another try at taxiing the airplane.

Once the airplane is parked and secured and you have all your belongings, your instructor will answer your questions regarding your flight and how to begin flying lessons. You may also be able to schedule your first flight lesson. ~~See pages 2 through 5 for a complete discussion of how to proceed.~~