

Project Extra
Volume VI: Setup and Flight Preparation



Erik Richards (standing) and Mike Hurley show off their completed Extra 300LXs. Erik's is the one built throughout the course of the construction articles.

ON A RECENT trip to the local flying field, one of the members had brought his latest project, shiny and new, ready for the initial test flight. I watched as he and his buddies began to go over the aircraft, checking this and checking that. They adjusted the servo throw and two or three guys started to remove pieces from the airplane while others made adjustments. Soon there was a large crowd around the airplane. After some time it was determined that the owner needed to take the airplane back home for some finishing before it could be flown.

Sound familiar? You might have seen this happen at one time or another. This particular flier was not a novice pilot; he had years of experience and was considered by many to be one of the best pilots in the area. Yet he came to the field with the intention of flying an unprepared and untested aircraft with the idea that a few last minute items would be no big deal once he was there.

Come on! Don't go to the field and install your servos! Make all of your last minute adjustments in the workshop and be 100% prepared to fly when you leave your shop. It's important to fully finish and ready any aircraft before it goes to the field but it is especially important with an aircraft the size of the 35% Extra 300LX.

If you need the help of others in your club, ask help from those you know have the experience you need rather than taking the chance on whomever may be present the day you go out for the initial flight. Get the help you need, test every aspect of your airplane, then you can be confident that you're ready when you finally do get to that first flight.



With the proper setup and some practice, this Extra excels at 3-D maneuvers. Note the extreme 45° elevator deflection.