

3._ HOW TO WATCH THE VIDEOS OF ACADEMY OF AEROBATICS & AERO-SAFETY FIRST

Make sure you watch also the sub videos as they are attached to some videos and included in some chapters. They show either common mistakes or safety issues.

→ Keep an eye on the overall programme on the website [Academy Of Aerobatics](#)

Any kind of learning is directly related to neural connections and brain plasticity.

→ Check on the web for extensive relevant information on the subject.



**The goal of these 2 Apps is
to create new neural connections and to maintain or develop them.**



For the brain, real, imaginary, virtual or symbolic makes no difference!

Being real or would be real is the same, so, it creates new neural connections helping you when learning new manoeuvres and procedure.

→ The more you watch the videos according to those advises, the more you train your brain and emphasize the huge number of resources.

The instrument panel is mostly invisible in the videos. This is on purpose, since many of you fly different makes and models of aircraft. Not showing the panel in the videos limits possible confusions with your aircraft, whose instruments might be in knots, MPH or km/h, in feet or in meters.

If you want to use these videos as a tool,

I strongly recommend that you watch the videos with a large and detailed photo of your plane's instrument panel next to your computer. This will help you situate and get used to the specific instruments' positions.

Have your POH open next to your computer to help memorize limitations, and recommended speeds.

Also ask your FI for confirmation of all such parameters before going to fly with him.

Study time and practice on the ground makes for better, easier, shorter, less tiring (and less expensive...) sessions in the air.

As you watch the videos and obviously, when you fly

- you will need to adapt the sight picture to your plane's cowling, sighting devices, and canopy. As you watch the videos, a good-sized and accurate photo of your airplane's references would be of great help.

When I demonstrate a common mistake, I deliberately exaggerate the error, in order to make it more obvious and visible. Even if the actual mistake you make is smaller, the tendencies it generates, and their consequences remain the same.

I recommend that to watch each individual video a number of times, and memorize the picture of:

- what the plane is doing from outside (ground camera),
- what the pilot sees from inside (top right camera),
- what he is doing with the controls (bottom right camera).

Once you've got it "imprinted," close your eyes and just listen to the commentary, this will help you learn to visualize and "imprint" the whole manoeuvre.

Remember:

include your aircraft's parameters as you study the videos.

As you progress, you will be able to assimilate more and more data. This is a good preparation for the increased workload you'll experience when actually flying.

You can also stand up, and simulate the manoeuvre with your hands, and with your body as in a dance. Memorizing all of the ground references you see when airborne (using Google Earth, maps, photos), and around the airports or axis where you normally train, and where you go to compete, will maximize your visualization process.

THE MOST IMPORTANT POINT is WHERE and WHEN to look at WHAT.

During your static and walk-through repetitions, **focus hard on where and when to look at** given references.

The more fluent and accurate you become at this, the easier everything gets.

The control inputs will begin to flow directly from what your eyes see, to your hands and feet.

The overall scheme of the manoeuvre to be flown will be easy to imagine, and your anticipation will increase. This slows down the impression of being rushed.

**With practice and good visualization,
everything falls into place, and becomes evident, almost as if in slow-motion.**

From the very beginning of the learning your Fly Instructor needs to make sure you become aware of those specific "key points" and integrate them during watching the videos as well.

Every time you start an UPWARD MANOEUVRE,

- ↳ you have to check your altitude, speed and sight picture, as well as your RPM (fix pitch prop). Then on the top of the manoeuvre, again check the same parameters to decide if you will continue or abort the manoeuvre and anticipate the exit's parameters, depending on the next manoeuvre and/or the judging criteria.

Every time you start a DOWNWARD MANOEUVRE,

- ↳ also check the same parameters to be 100% sure that you have enough of a safe altitude margin to recover from any, and all possible mistakes or, abort in time.

Every time you start a HORIZONTAL MANOEUVRE,

- ↳ check your sight picture, especially while at knife-edge and/or inverted during the manoeuvre (check also your POH for engine limitations, oil pressure at knife edge or inverted).
Take in account any change in sight picture in case you vary your angle of attack, IE your speed.

Look at the document " **HOW TO WATCH THE VIDEOS**" in the chapter " Materials"
of the website [Academy Of Aerobatics](#) to get deeper insight on this topic.

Have fun and fly safe!



Patrick PARIS – Academy Of Aerobatics- Aero-Safety First