

# Gyro Sense

While still in your shop, check that the control surfaces move in accordance with the transmitter stick commands with the gyro "OFF". Now, check that the gyro corrective action is in the proper direction on all 3 axes. Check with the gyro selected to the low rate and high rate condition. Move the model's nose to the left, as if you were sitting in the cockpit, and the rudder should correct with a movement to the right. Check also the correct gyro action in the roll and pitch axes.



It is BVM's practice on a first gyro assisted flight to take-off with the transmitter 3 position gyro assigned switch in the "OFF" position. Climb to a safe altitude and trim the model for the various flight configurations and speed. Then, at a medium speed, turn the gyro "ON" to the "Low Rate" position and check the trims and gyro for correct sensing and flight stability. If anything is not right, immediately select the "OFF" position with the transmitter 3 position switch. You may even brief your "caller" to do so if you prefer.

If all is good in the "Low Rate (gain)", you can try the "High Rate" operation. Fine adjustment of the "Low Rate" and "High Rate" percentages can be dialed in after a few flights in various wind conditions.

We generally utilize the "High Rate" selection for landing, especially if the wind is a bit gusty and crossed. As is always good practice in aviation; "err on the safe side".