

COLOR SCHEMES

This is one of the most important aspects of flying, and most fliers overlook it. I have often heard the remark "the judges can't downgrade what they can't see". That is pure unadulterated HOGWASH. Sure, they may not see that the wings aren't level, but if they can't see it then most likely YOU can't see it. The better you can see your plane, the sooner you can correct a minor problem before it becomes a major problem.

One of the Nats judges (in 1993) came up to me after a round was over and complimented me on my color scheme. No, it wasn't pretty, it was VISIBLE. His comment: "I can't score what I can't see." I did very well that round.

It isn't important that you have 5 colors on the plane. It isn't important that you have one color on the plane that YOU think you can see well. What is important is that you have large areas of contrasting light/dark colors next to each other, and that you can see those contrasting colors from any angle. White is a very visible color under certain conditions. So is black, UNDER CERTAIN CONDITIONS. Put the two together properly and they are very visible, under just about any sky condition. I like to pick a light color, such as yellow, and use large areas of dark blue to contrast it. I also like wide stripes on the bottom of the wing so that when I pull up for a maneuver I can instantly tell if I need any correction. I also like simple schemes, since they are less confusing in the air.