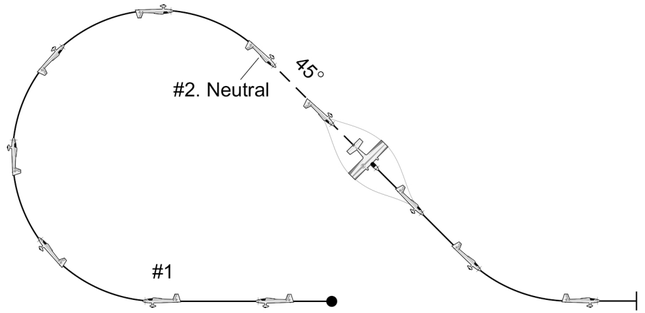
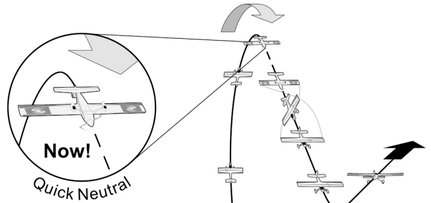
PHASE I

Looping Over the Top to a 45

Developing the ability to judge a precise 45° downline will take time. That is, as things start becoming routine, more attention can be focused on accurately gauging a 45. Until then, a simple approach of looping *over the top* works well to achieve a ballpark 45° line coming down.





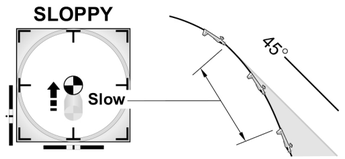
Quickly neutralize the elevator the instant you see the plane go over the top of the loop.

Proficient flyers approach and fly the half Cuban as two separate parts, each started and completed before involving the next....

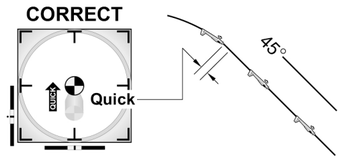
#1. Wings level loop over the top.
#2. Neutral on the 45, and roll upright.

Even though pulling out is intuitive, one should give thought to pulling out with the same amount of elevator used for every other partial loop, e.g., approx. half.

Note: Smoothly returning the elevator to neutral after flying over the top typically results in overshooting the 45!



"Stick" the 45 by quickly neutralizing the elevator and thus achieve a crisp finish of the loop.

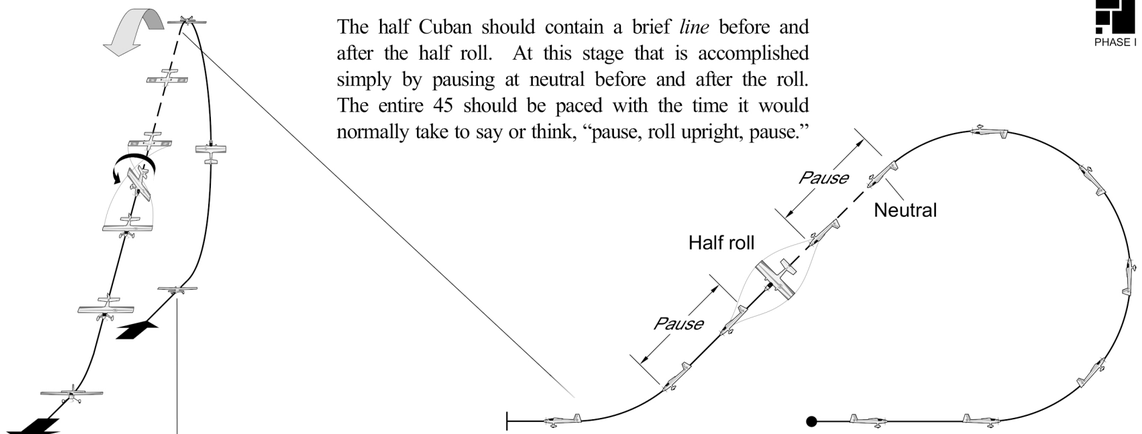


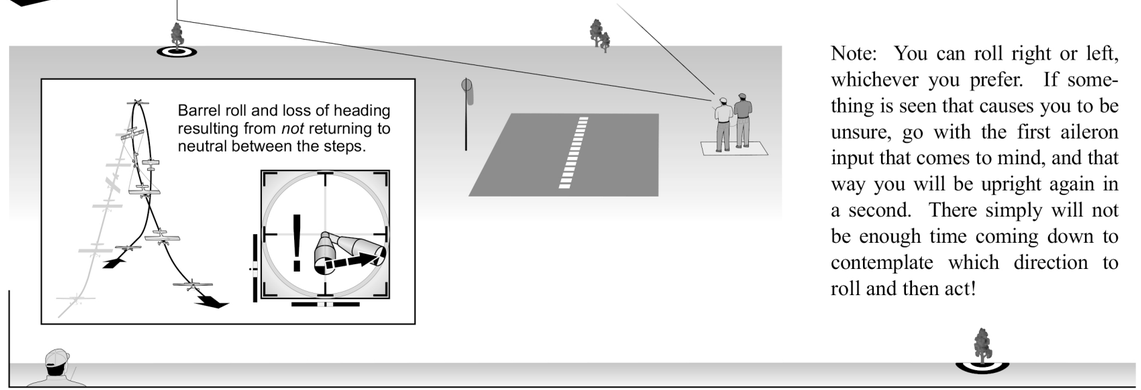
KPTR: Target a quick return to neutral as soon as you see the plane fly over the top of the loop and the downline should be close to 45°.

Establishing the Downline

PHASE I

The half Cuban should contain a brief *line* before and after the half roll. At this stage that is accomplished simply by pausing at neutral before and after the roll. The entire 45 should be paced with the time it would normally take to say or think, "pause, roll upright, pause."





Note: You can roll right or left, whichever you prefer. If something is seen that causes you to be unsure, go with the first aileron input that comes to mind, and that way you will be upright again in a second. There simply will not be enough time coming down to contemplate which direction to roll and then act!

KPTR: Briefly *pausing* at neutral before the half roll ensures that the roll will be axial along an established downline.