

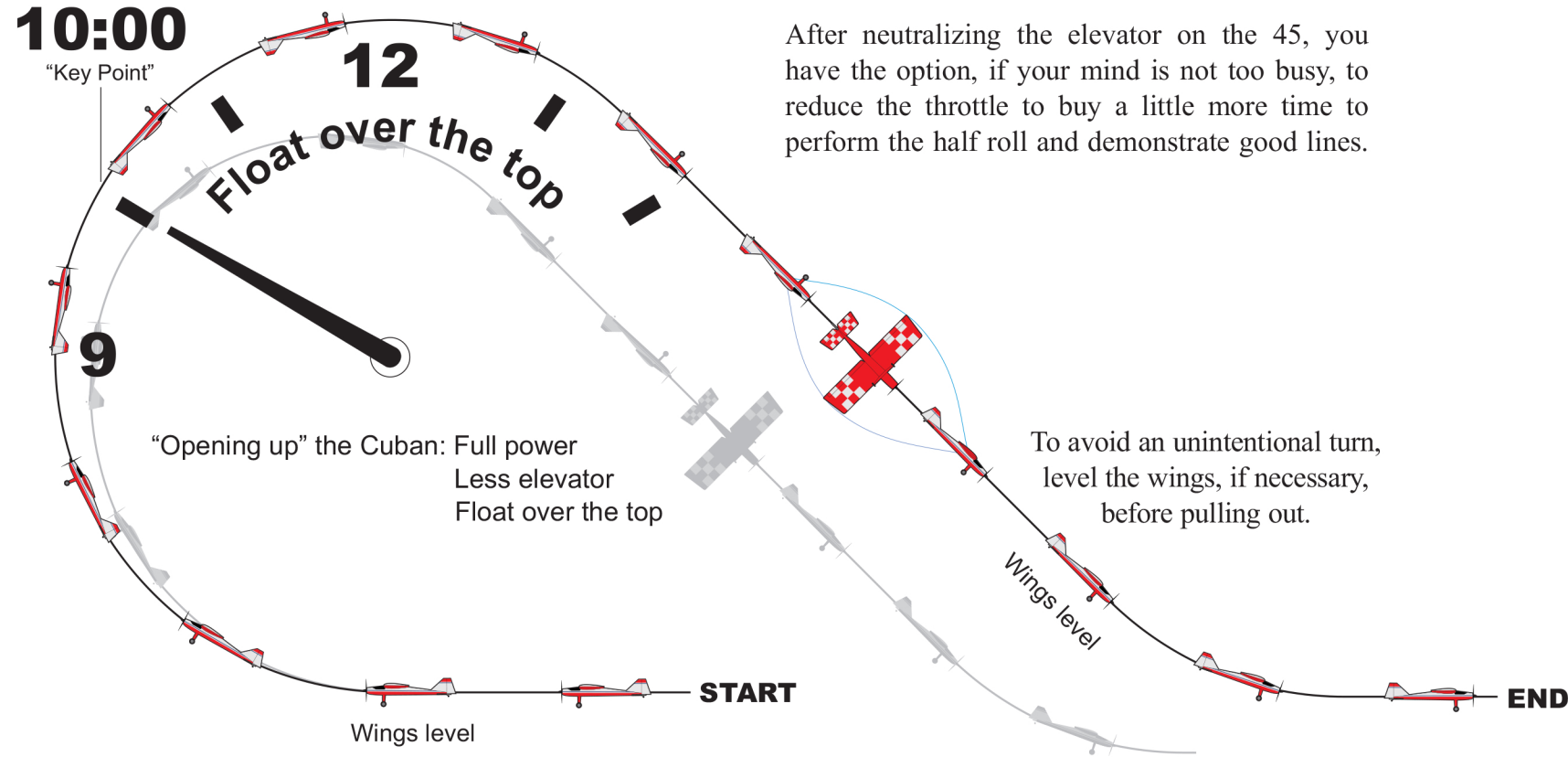
## Refined Half Cuban 8: “Opening Up” the Loop

As you become more adept at half Cubans, strive to consistently establish exact 45 degree downlines. Descending on a 45 degree angle causes a lot of pilots to rush the downline, i.e., skip the line before and/or after the half roll. You can acquire more time to perform good lines before and after the roll by using a smaller elevator input at the start of the loop and/or floating over the top, thus effecting a larger loop and entering the 45 from a higher start.

Note: You will most certainly need full power and perfectly level wings to successfully accomplish larger loops that continue to track truly vertical.

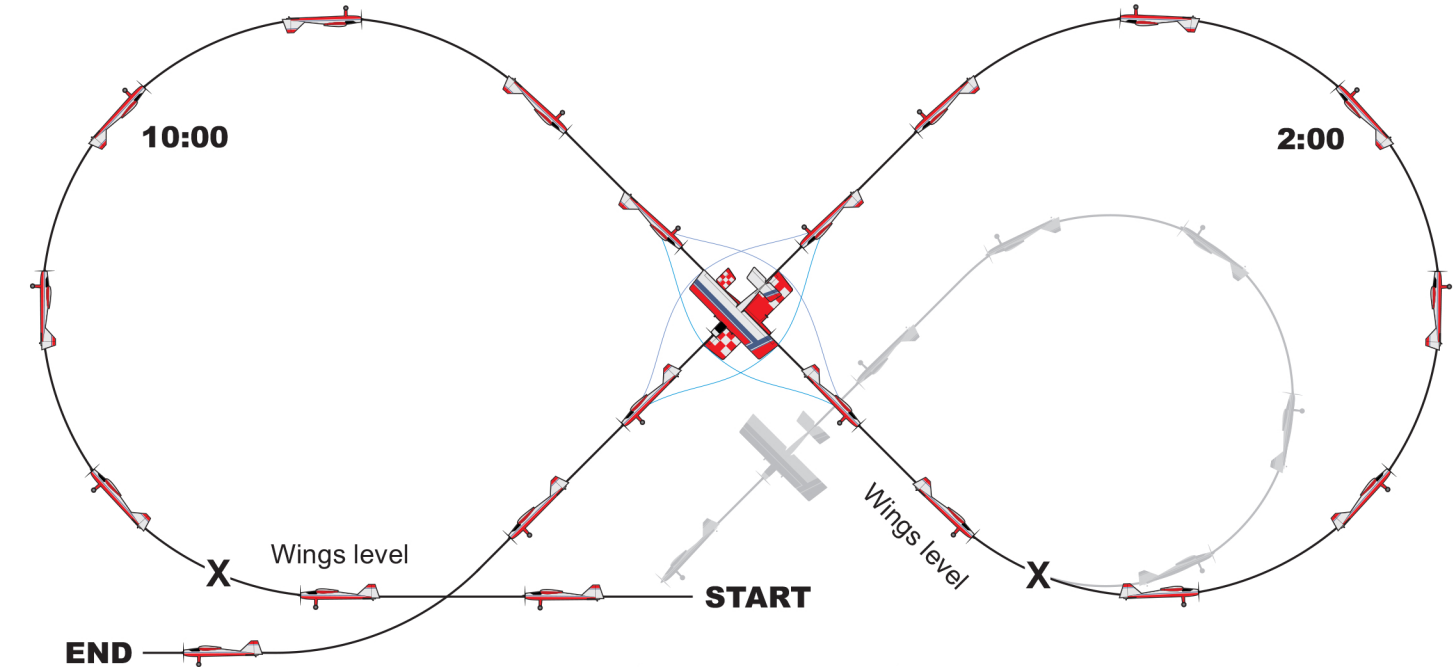
After neutralizing the elevator on the 45, you have the option, if your mind is not too busy, to reduce the throttle to buy a little more time to perform the half roll and demonstrate good lines.

Slightly reduce the elevator input to float over the top

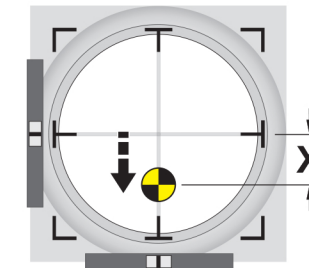


## Full Cuban 8

Once you have achieved comfort with the half Cuban as a turnaround, you can double your excitement and perform a full Cuban 8 in front of yourself simply by pulling out of one half Cuban directly into another loop over the top. Note that the length of time required to complete the full Cuban demands that you start each loop with the wings perfectly level if you expect to finish it close to the heading it was started on.



Note: The most common error performing full Cubans occurs when pilots hurry into the second half using a lot of elevator, and perform such a tight (low) loop that the second 45 becomes a rush to recover!



Plan to use the same amount of elevator (X) for both loops and not only will they be the same size, but the pace of the 45's will predictably match as well: “Pause, roll upright, pause, pullout” x 2.