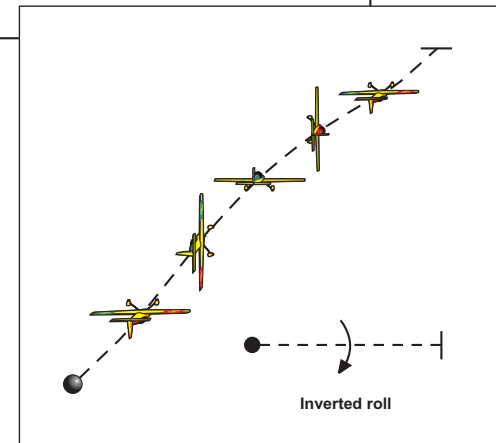


Inverted Warmup

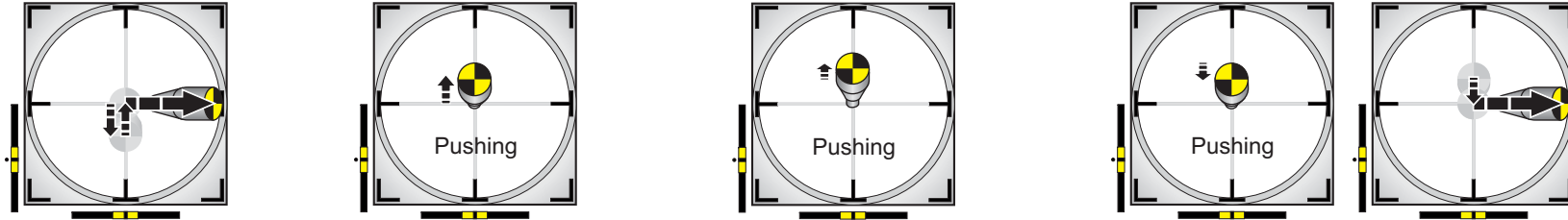
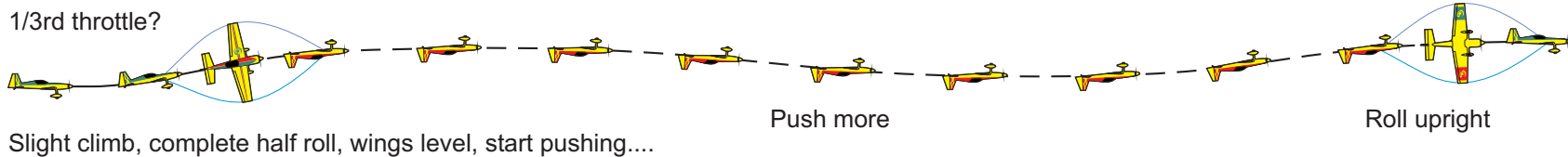


NOTICE: All that can be said about the critical importance of entering maneuvers from consistent parallel lines with the runway has mostly been said (and illustrated) in both *Sport* and *Precision Aerobatics*, and therefore will not be repeated again here. Let it just be said, and then we will move on, that the vast majority of problems people experience learning aerobatics, for which there are all kinds of ideas about how to fix, would quickly be solved or plain disappear if more time was spent concentrating on good positioning! Good positioning is the reason why “the good guys make it look easy”, and it is what is required to be successful at the advanced level. Without that foundation, some might eventually be able to hack through a few advanced maneuvers well enough to impress those who don’t know what they are looking at, but that is as far as they will be able to go. Thus, it would be most helpful if you took some time to review the positioning chapter in either *Sport* or *Precision Aerobatics* before tackling the advanced maneuvers.

Initiation to Inverted Flight

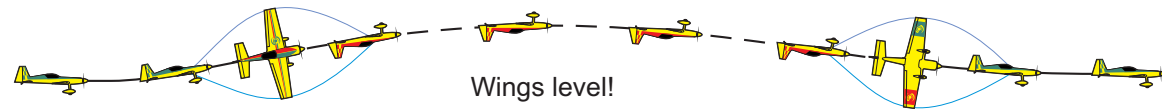
You will need to be able to fly inverted to perform advanced aerobatics. First of all, let's do away with talk about the elevator being reversed when upside-down! It is that kind of thinking that causes people to get confused and second guess themselves, when it is so unnecessary. Instead, **inverted, you are always pushing forward elevator!** Inverted, if the plane descends (you are not pushing enough), push harder. When it climbs (you are pushing too much), push less. Ailerons, of course, work the same whether upright or inverted.

1/3rd throttle?



It is wise to enter the first attempts from a slight climb to alleviate any anxiety.

The most important thing learning to fly inverted is learning to roll right side up to recover—especially when things get confusing. In fact, rolling right side up should be your response anytime you are not comfortable: Roll whichever way you prefer, that way you will be upright again in a second, or in less time than it would take to contemplate which way to roll and then act.



Recovering from inverted can be made routine very quickly simply by rolling inverted for a moment or two, then rolling back upright. Note: When the push is introduced inverted, it is crucial that the half roll to inverted be completed with the wings level before one starts pushing, since pushing with the wings banked would set off an inverted turn!

Initially, inverted is made easier by throttling back to a comfortable airspeed. Not only will there be more time to think, a lower airspeed will necessitate pushing more forward elevator to hold the plane level, and that will in turn provide a better *feel* for it. Then, as your confidence and technique improve, the throttle can be gradually increased to start achieving the airspeeds needed for aerobatics.