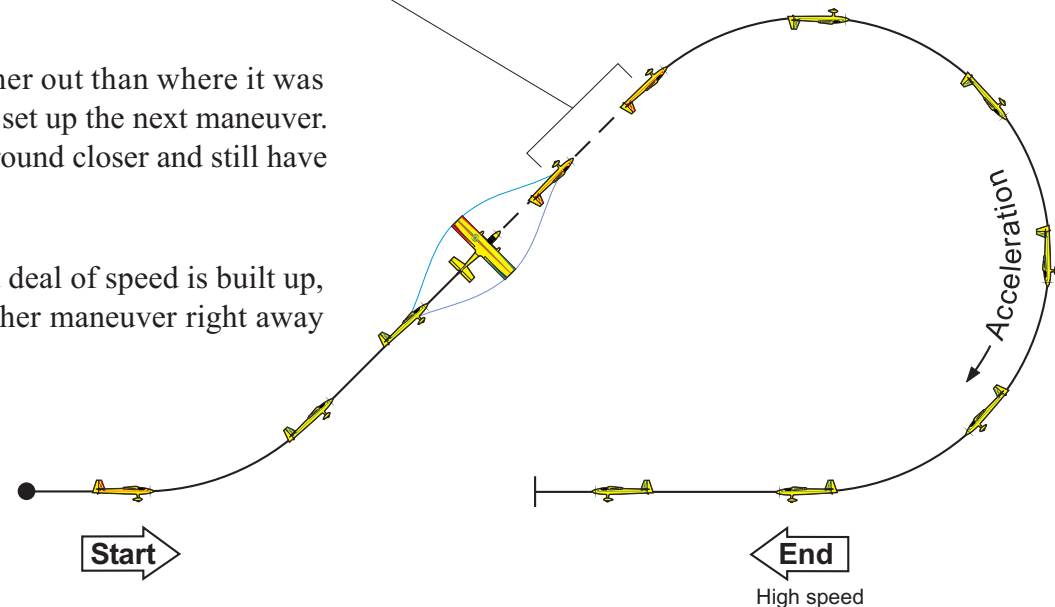


Half Reverse Cuban 8: The Turnaround of Choice

After performing several reverse Cuban turnarounds and finding out that there is more time to think than one might have expected, the reverse Cuban becomes the favorite turnaround of most pilots.

- Since the half roll is performed climbing, not coming down, the pilot doesn't feel rushed on the 45, and therefore tends to perform a more accurate half roll.
- If the pilot needs to level the wings prior to pulling out, there is more time to make the correction.
- Since the reverse Cuban finishes further out than where it was started, there is more time afterward to set up the next maneuver. In other words, one can start this turnaround closer and still have room to set up the next maneuver.
- Furthermore, during the pullout a good deal of speed is built up, thus providing the potential to do another maneuver right away if the pilot wishes.



Conclusion: The most notable aspects of this turnaround are that the pilot can take more time between the steps, while buying some extra room to set up the next maneuver.

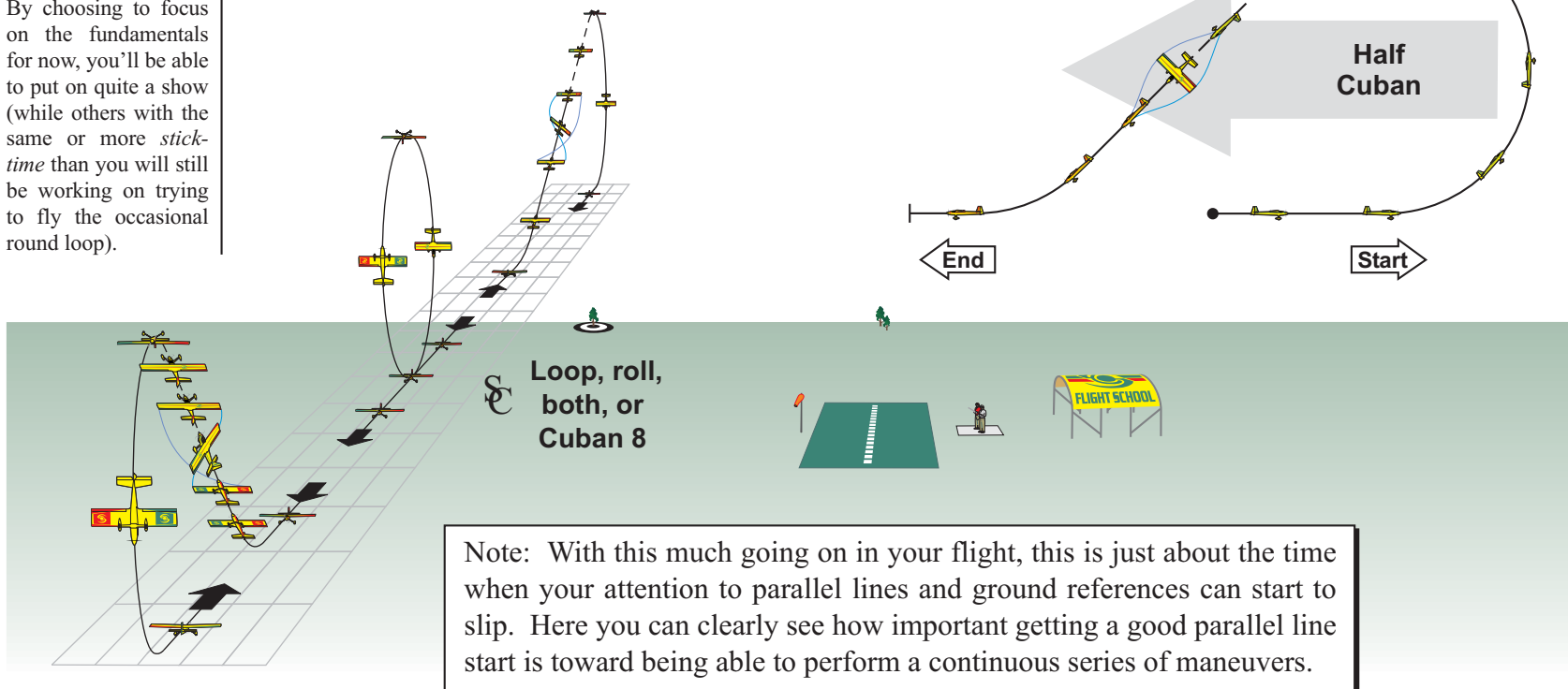
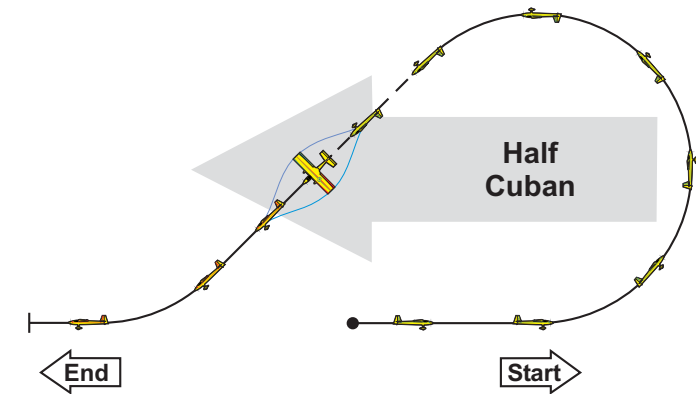
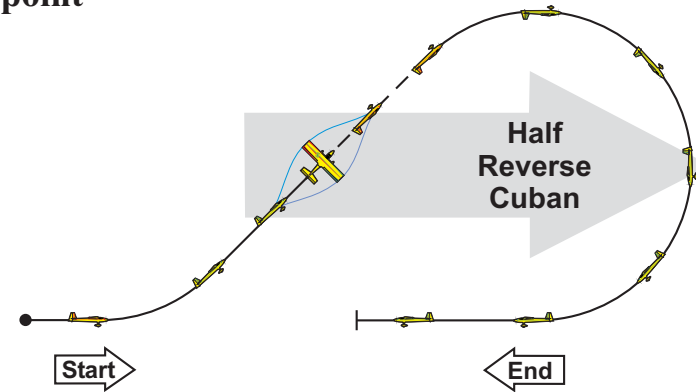
KPTR: The reverse Cuban is the ideal turnaround for many reasons, but mainly more time all around.

Summary to this point

By turning around with half reverse Cubans, flying speed (maneuvering speed) is kept higher and a pilot can buy himself as much as 20% more time per lap to realign, reflect on the previous effort, plan the next maneuver, and/or involve more than one maneuver in the area of show center!

Summary: The reverse Cuban is the most favorable turnaround to use in your flight (except when the airplane is further out, and then the *loop over the top* Cuban would be best).

By choosing to focus on the fundamentals for now, you'll be able to put on quite a show (while others with the same or more *stick-time* than you will still be working on trying to fly the occasional round loop).

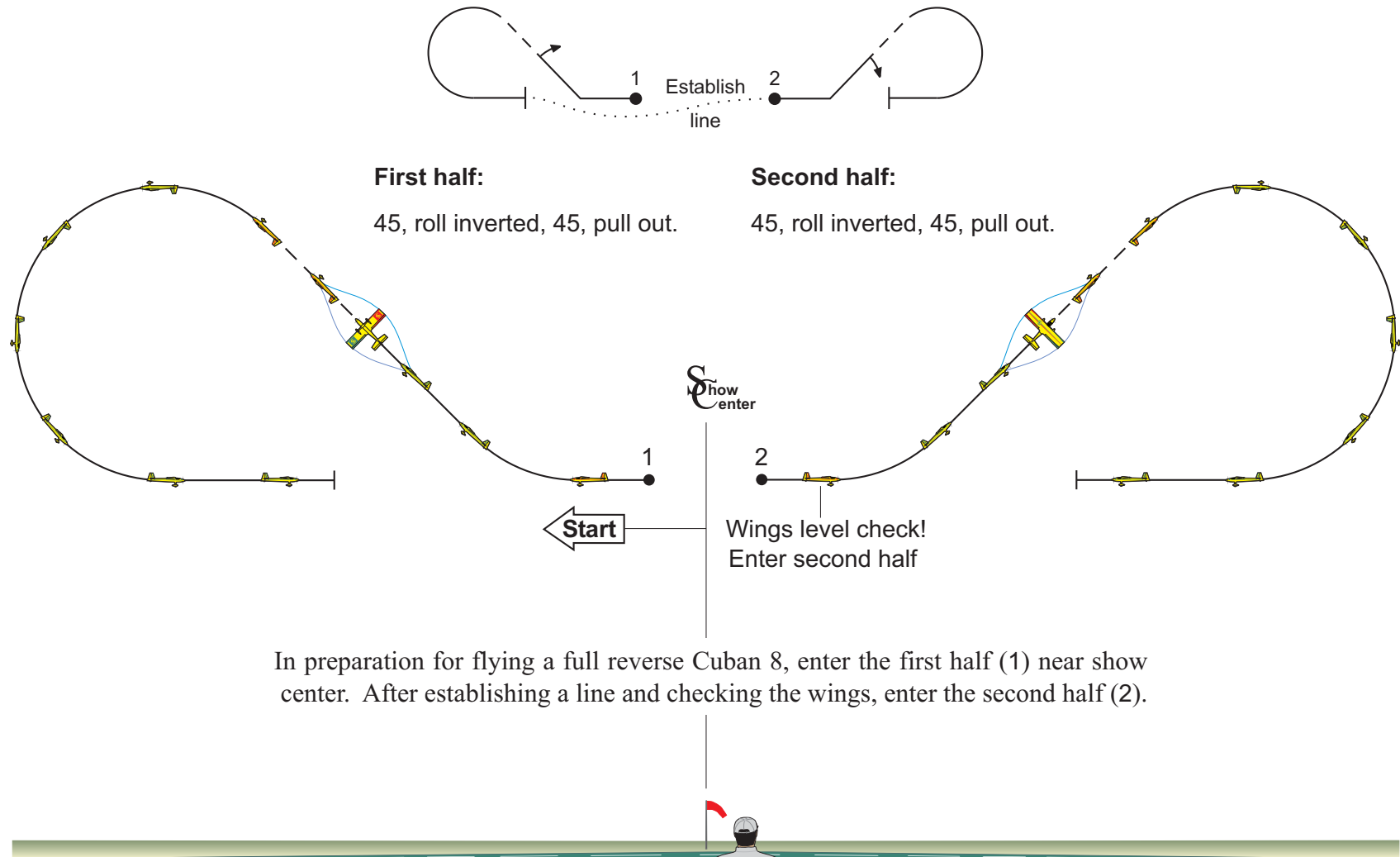


Note: With this much going on in your flight, this is just about the time when your attention to parallel lines and ground references can start to slip. Here you can clearly see how important getting a good parallel line start is toward being able to perform a continuous series of maneuvers.

Full Reverse Cuban 8 Warmup



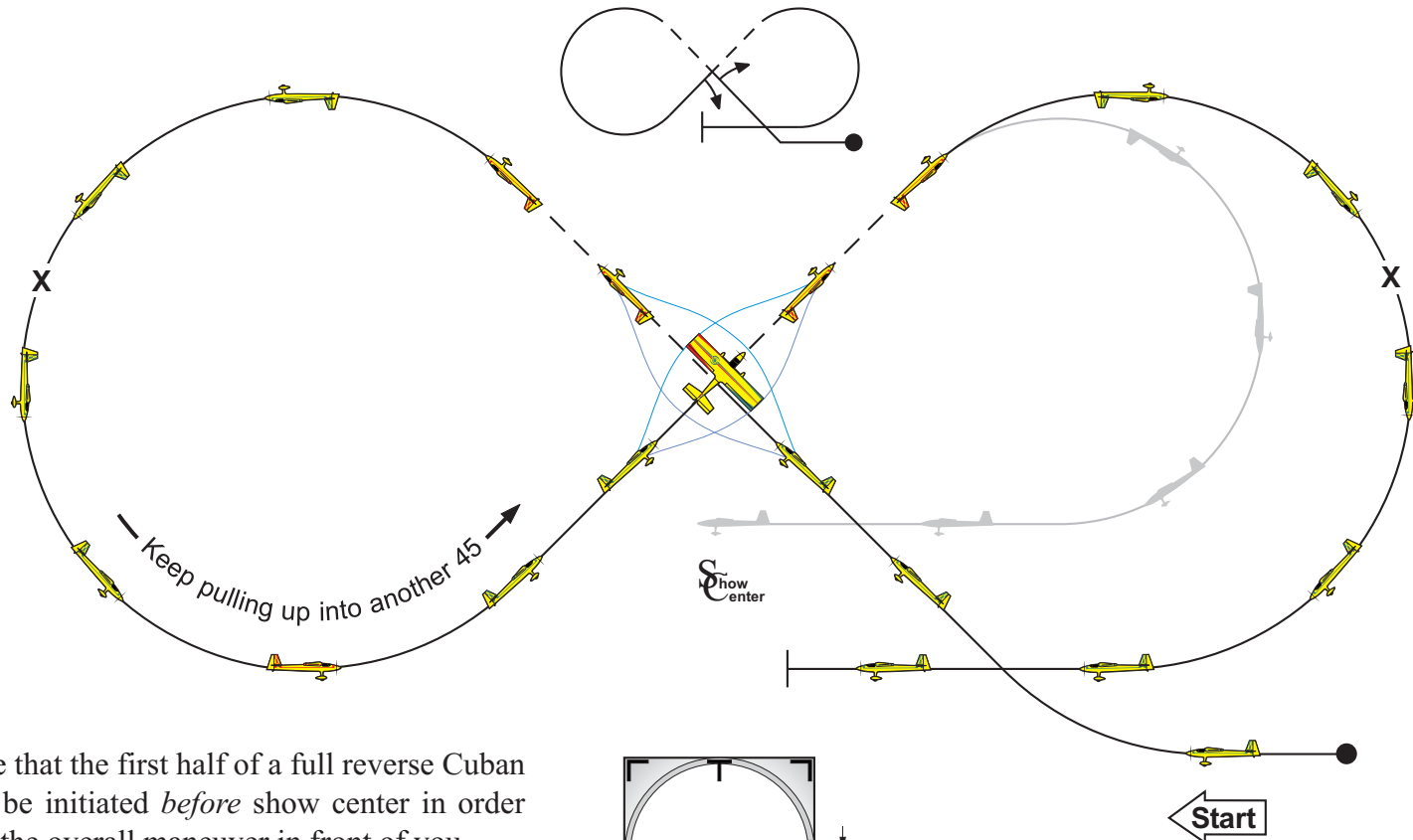
Once you have become comfortable with the half reverse Cuban as a turnaround, repeat the half reverse Cuban sequence out in front of you. Upon completing one half, if all is well, repeat the half reverse Cuban sequence again, as a warmup to flying a *full* reverse Cuban 8.



KPTR: The chance to fly the second half depends upon a good first half, so do not concern yourself with the second until you complete the first.

Full Reverse Cuban 8 Sequence

Perform a full reverse Cuban 8 by pulling out of the first half directly up into another 45° upline.



Now note that the first half of a full reverse Cuban needs to be initiated *before* show center in order to center the overall maneuver in front of you.

To effect a more satisfying maneuver, purpose to *smoothly* pull the same amount of elevator (X) in both loops—especially the second half—and avoid the tendency to hurry the pullout with a lot of elevator and perform a much tighter second loop.

“Start *before* me.
45, pause, roll, pause-pause, pull out....
45, pause, roll, pause-pause, pull out.”