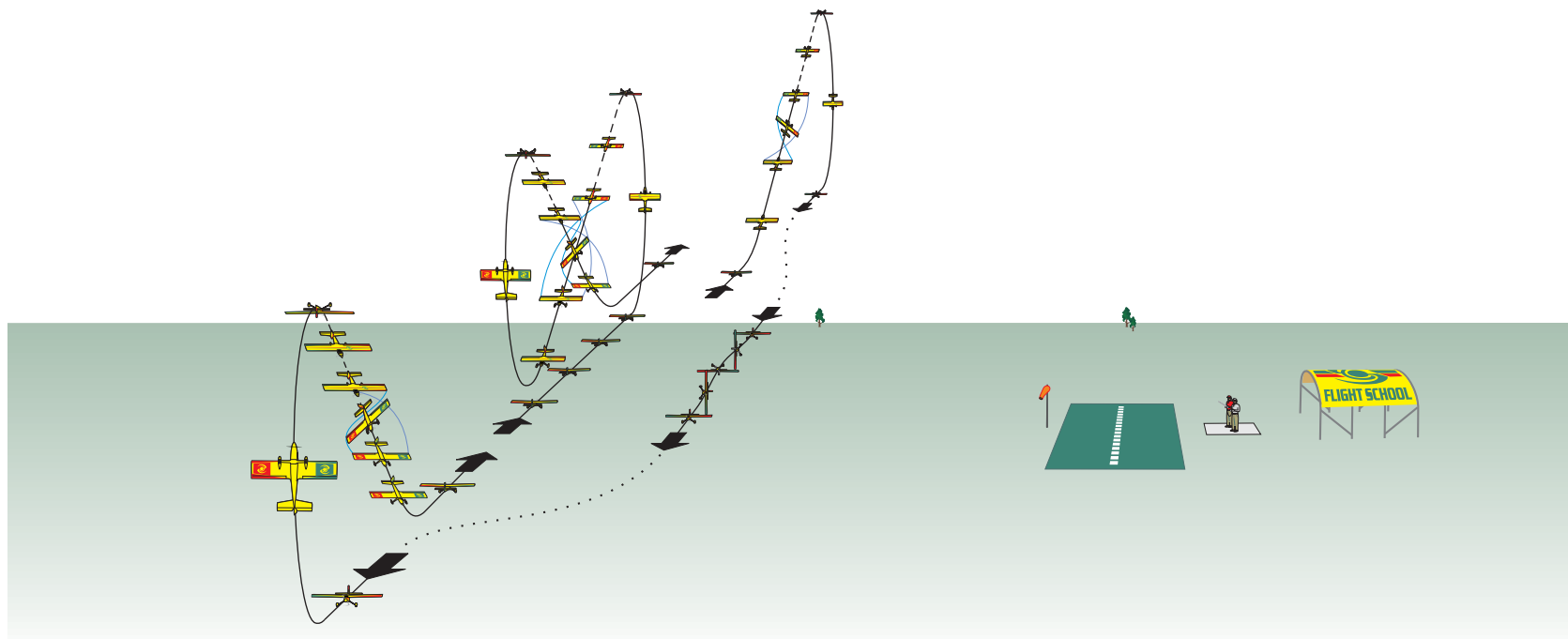
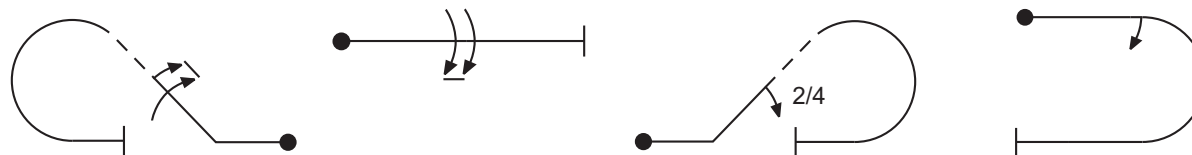


Assembling an Aerobatic Sequence



Maneuver Variations

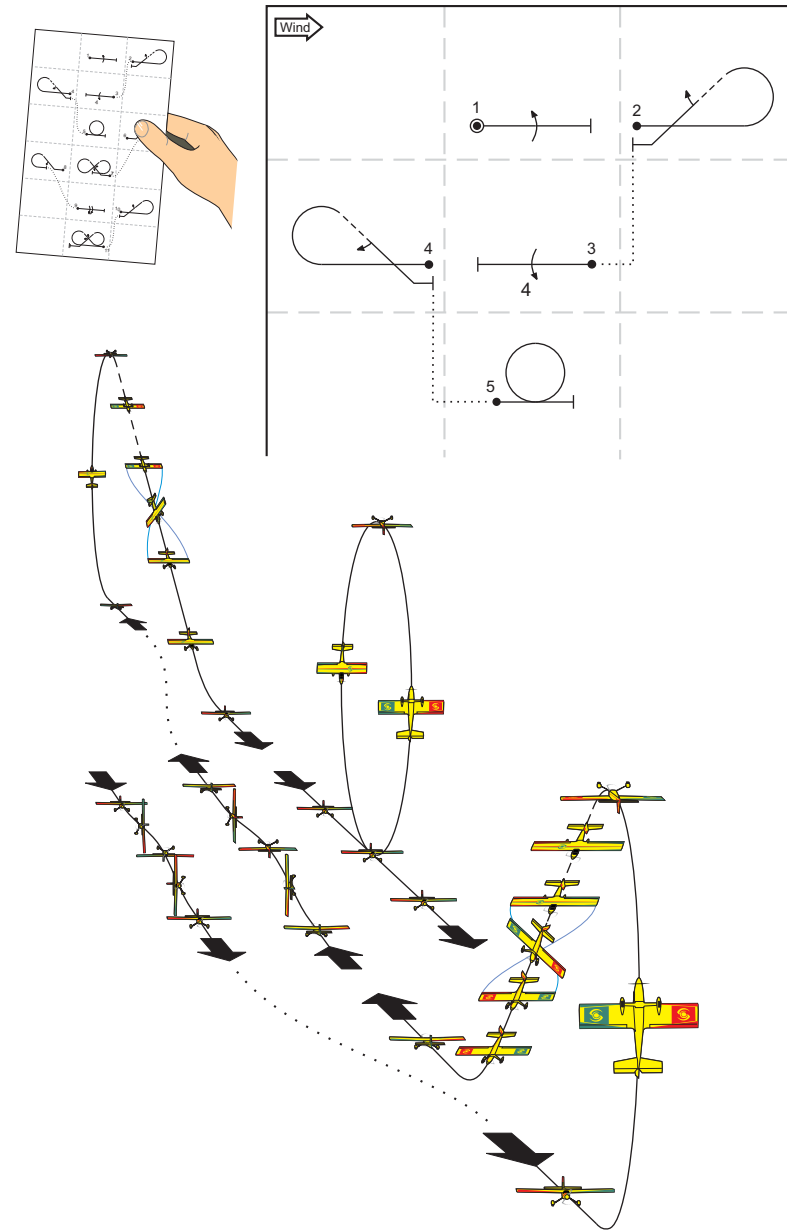


Flying with Purpose: Assembling a Sequence of Maneuvers

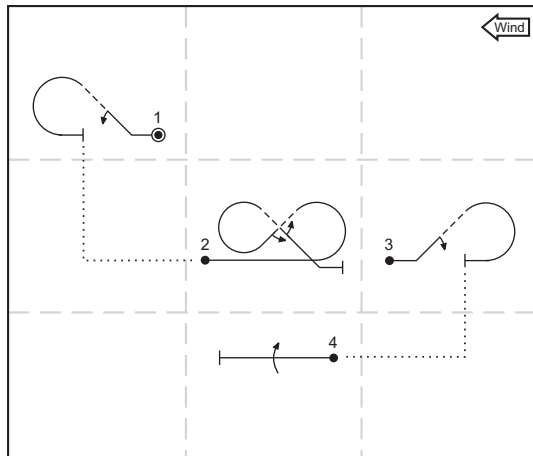
In this final section: We will examine several techniques that will help you make the most of your practice sessions and inspire you to keep improving — starting with the ability to perform a sequence of several or more consecutive maneuvers.

It is understood that most who partake in aerobatics do not aspire to become a World Champion. But, to underscore why working toward an aerobatic sequence is important, consider the average flyer who heads out to the flying field hoping to improve with practice. The million dollar question is, “Practice what?” To use a golf analogy, it is not until one “shoots for the green” that he begins to really appreciate *cause-and-effect*. One can repeatedly swing the club, but without anything to gauge it by, one can only hope he’s doing it right. When we go beyond just doing a maneuver, to actually needing to perform it well enough to be able to do another maneuver afterward. That is when a pilot is gaining the most from his or her practice. Otherwise, how would you *really* know?

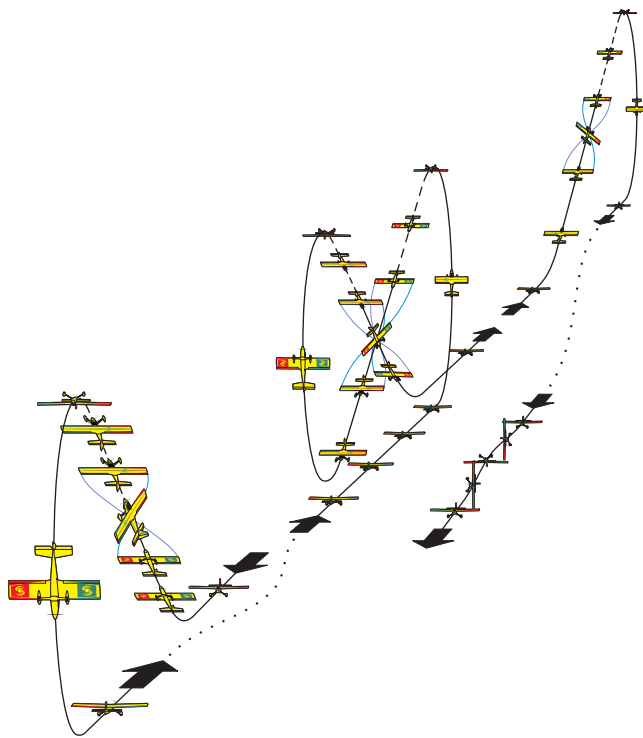
We’ll begin by noting that 1st U.S. R/C Flight School’s ultimate training accomplishment is demonstrated each time a student starts his first flight of the day flying a level better than where he left off the day before. This phenomenon reinforces how we can be so absolutely sure that knowledge, i.e., practicing according to a plan, is more critical to a person’s success than anything else, including quantity of practice.



Flying With Purpose: Assembling a Sequence of Maneuvers



Pilots who work toward flying a planned sequence of maneuvers tend to experience greater satisfaction from flying (well beyond those experiencing brief thrills from individual stunts). By co-opting or developing one's own aerobatic sequence, practice is elevated from a typical ad-hoc and sometimes arduous experience, to one that is looked upon with great anticipation in pursuit of the goal. Put another way, you will probably have little difficulty performing the majority of the Phase I maneuvers in sequence, but those few that challenge you will keep you eagerly looking forward to your next chance to fly and improve those maneuvers.



There simply is no greater measure than the ability to perform several planned maneuvers in succession to know that you have arrived as *pilot in command* of your airplane — in addition to the fun and personal satisfaction that comes from a job well done.

Note: It is not uncommon for the first several tries at a maneuver to be some of the best of the day. After that, most people are inclined to start trying too hard in an effort to “perfect” it, but what they end up doing is creating new ways to mess it up. So here is where flying a sequence is also helpful: Working on assembling several maneuvers occupies our attention and provides the stimulus to keep from burning out on just a few. Then, after the session, it starts sinking in just how much you have progressed beyond the day before — as opposed to trying harder or seeking quantity over quality!

KPTR: Pilots who pursue a sequence get more enjoyment out of flying.

The Process of Assembling a Sequence of Maneuvers

Sequence practice example

It goes without saying that in order to begin flying one maneuver after another, a pilot has to have first achieved relative comfort with them individually.

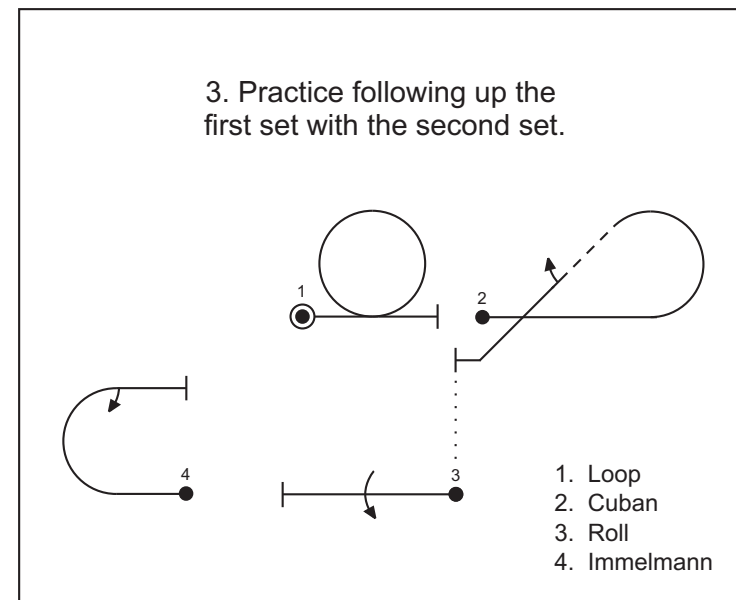
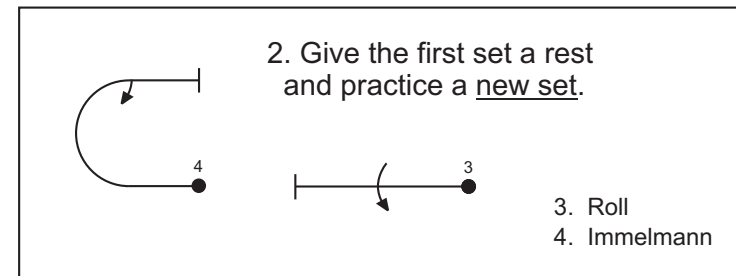
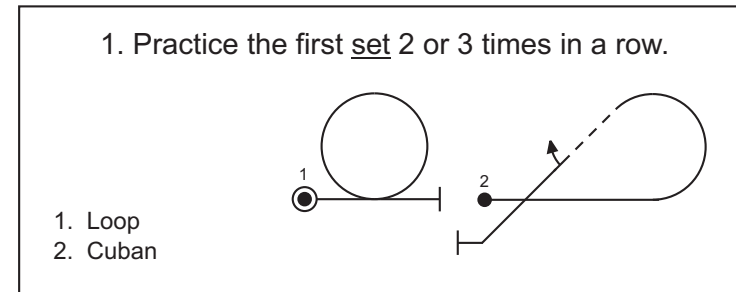
Developed with and from training hundreds of aerobatic students, the most effective way to assemble an aerobatic sequence has proved to be the following:

Practice each maneuver in the sequence no more than 3 or 4 times in a row, then move on to the next (which is just when you will be thinking, “One more, and this one will be the best”).

You will often find that after letting a maneuver rest for awhile, when you come back to it, it is surprisingly easier. On the other hand, marathon practice of one thing can result in *hitting a wall* and ceasing to make progress regardless of how hard we try.

- For those of us who enter our flights already having a good idea how to fly the maneuvers, one could say that, “flying just *verifies* whether we are thinking about it correctly.”
- It then takes some time to go from recognizing what changes need to be made, to actually being able to incorporate them into the maneuver(s).

Finally, sequence together only 2 or 3 maneuvers together at a time: Practice a *set* of 2 or 3 maneuvers. Then move on to a new set of 2 or 3 maneuvers. When accomplished at each set, practice following up the first set with the second, and so on. In short, linking together *sets* of 2 or 3 maneuvers is easier than trying to remember several maneuvers in a row.



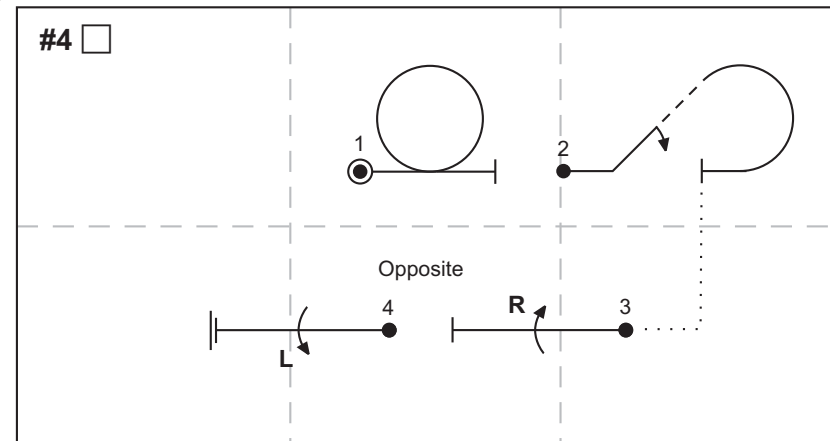
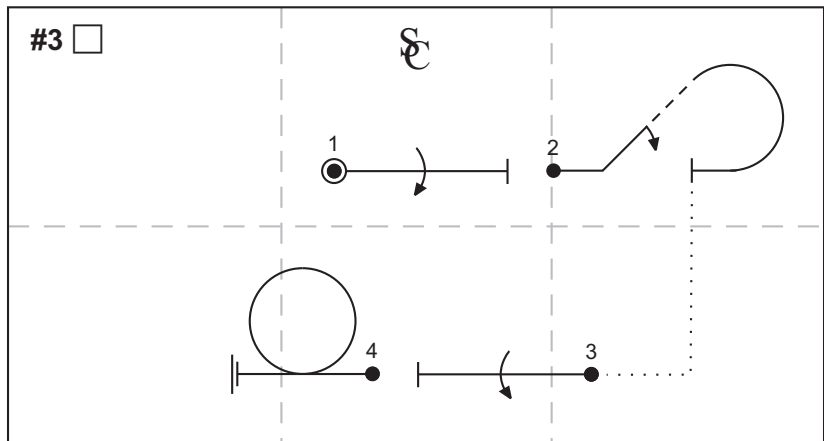
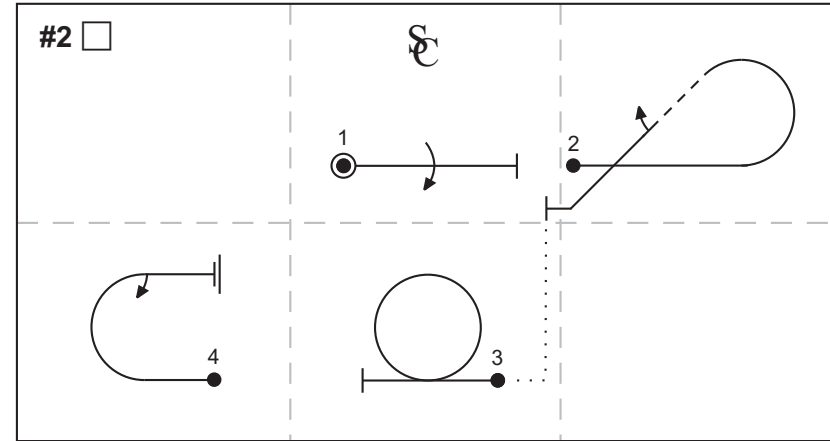
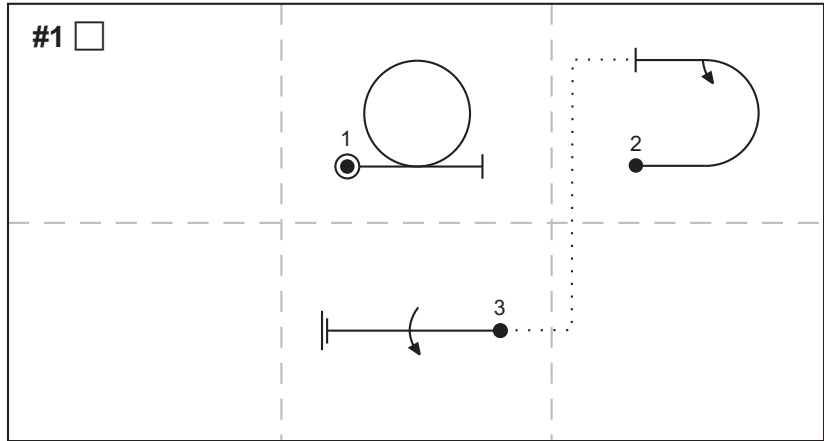
KPTR: Practice each set of maneuvers only a few times, and then return to them later after letting the lessons learned sink in.

(Recommended) Starter Practice Sequences and Trouble-shooting



Anytime you encounter difficulties with something that you previously had no trouble with, your setup and/or inputs have obviously changed. Hence, the solution to reestablish success is to refocus on parallel lines and the basic input sequence that you got away from.

Whenever it seems like little progress is being made, the solution is *not* trying harder, but taking a timeout or returning to something that you do well, to break out of your rut and reestablish confidence to propel you beyond whatever was holding you back.



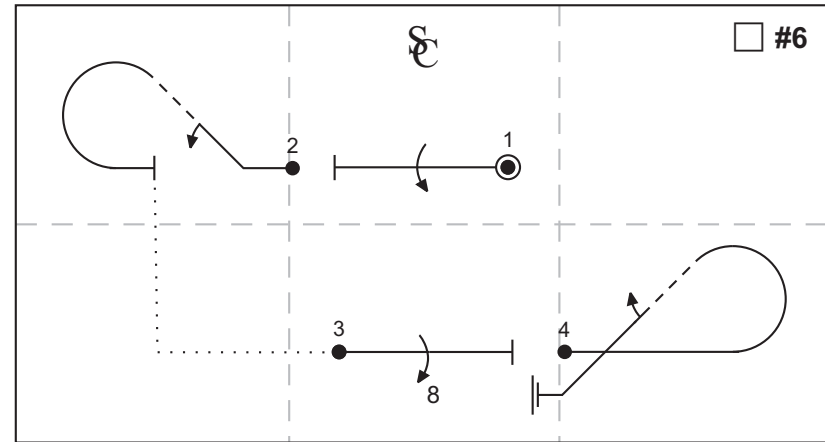
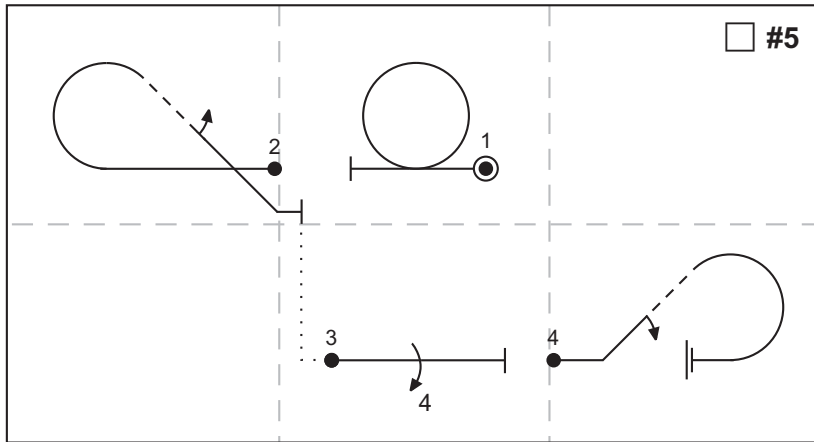
You will find that if the first maneuver is entered parallel to the runway, you can probably get through 2 or 3 maneuvers even if deviations occur in each. On the other hand, if the first maneuver is started from a line other than parallel, despite how good it is, you most likely will not be able to do another!



(Recommended) Starter Practice Sequences and Trouble-shooting

The airplane will show what adjustments are needed to improve the maneuvers. If you are unable to make those observations, introduce longer pauses at neutral between the steps that make up the maneuvers, and/or go further out before turning around to allow more time between maneuvers to reflect on them.

99% of trouble-shooting issues at this stage can be attributed to either becoming so consumed with the maneuvers that not enough attention is paid to parallel wings level setups, or the individual steps that make up each maneuver are being *blended* together and rushed—solved by refocusing on parallel lines and returning to neutral between the steps.



Wind

