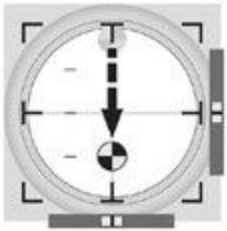
Fixed Elevator Positions and Throttle Reductions

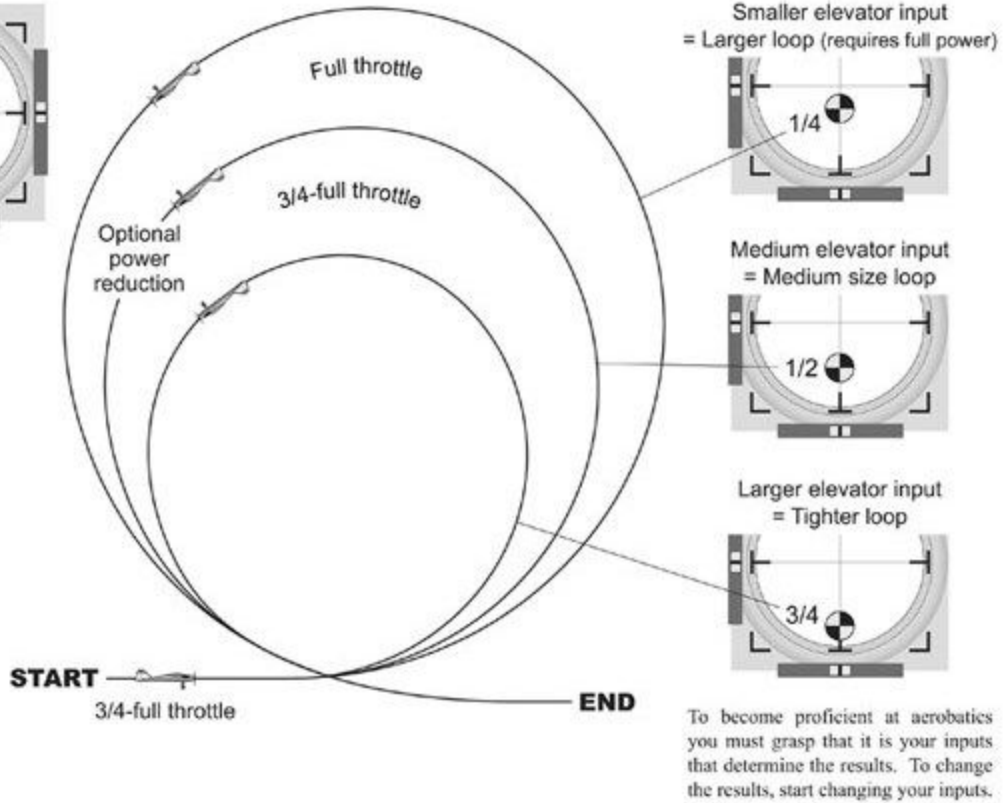
The size of each loop is controlled by targeting a specific fixed elevator stick position at the start: Holding in a large elevator input at the start will produce a tighter loop, and vice-versa. The pull itself needs to be smooth, yet also deliberate (not slow), in order to establish a consistent loop radius right away. (*Hunting* or trying to slowly finesse the elevator at the start produces loops that are both inconsistent and so large and slow at the top that they tend to stray off heading.)

Speed: Reducing the power to approx. 1/4 prevents the airspeed from becoming excessive on the back side of the loop.



Note: Many flyers make the mistake of completely idling the motor at the top of the loop, and then experience the plane sharply falling out of the loop. Being the slowest point, the top of the loop is the last place you should reduce power! Maintaining power over the top both helps to keep the loop rounder and tracking straight.

Reduce the throttle only after the plane has gone over the top of the loop and is starting to build up airspeed. Then reposition the throttle for level flight or your next maneuver immediately after the loop has been completed.



To become proficient at aerobatics you must grasp that it is your inputs that determine the results. To change the results, start changing your inputs.

KPTR: Control the size of your loops with how far you pull the elevator at the start, not by changing the pace of your initial pull.