Half Cuban 8 Turnaround

Full Cuban 8

Diagram showing different airplane maneuvers.
Cuban 8

In this section: G-48 illustrates a basic half Cuban 8 turnaround sequence. The half Cuban is one of the most frequently used turnaround maneuvers because it finishes close to the altitude it was started at.

G-49 illustrates how to establish a ballpark 45° downline in a half-Cuban.

Note: The most challenging aspect of the Cuban is learning how much elevator to pull at the start to achieve the loop height that will allow you to establish the 45° downline and roll upright without feeling rushed. Until that is achieved, an exact 45° is not a big concern. Instead, a simpler approach of looping over the top is used to achieve an approximate 45.

G-50 illustrates pausing at neutral before and after the half roll to define the 45° downline, and to ensure that the half roll will be axial and not barreled.

G-51 stresses the importance of being certain that the wings are level before pulling out of a Cuban to prevent barreling the finish.

G-52 illustrates two ways to reduce or eliminate anxiety when learning Cubans.

G-53 & 54 summarize the two turnarounds to this point, the Immelmann and half Cuban, while illustrating—based on where each ends up—the best times to use them.

G-55 through G-57 illustrate what priorities need to be emphasized to be able to complete a full Cuban 8 at show center.

KPTR: A half Cuban is used to turn around and come back on the same line and at the same altitude it was entered from.