4-Point Hesitation Roll

8-Point Hesitation Roll
Hesitation Point Rolls

In this section: I-70 illustrates a basic 4-point hesitation roll sequence. Since the primary feature of this maneuver is its hesitations (pauses) at each 90° point of the roll, the basic 4-point roll sequence will utilize a climbing start to allow you to concentrate on the timing of the aileron inputs without being distracted by altitude.

Traditionally, this a maneuver that most flyers continue to struggle with, and all for the same reason: Many attempt to learn the 4-point roll as a highly experienced flyer would perform it. The maneuver is then such a handful that they don’t know where to begin to solve their difficulties, so they just keep repeating the same errors. The premise and experience of the DAS System is that once a pilot can routinely perform accurate points, he’ll be much more open to reflecting on what else is needed to master the 4-point roll.

I-71 emphasizes the importance of timing and rhythm when applying the aileron inputs to effect routine point rolls and to keep from falling behind the airplane.

Aresti notes: A 4-point roll is indicated with a 4, described as “four of four,” amounting to one complete roll. Half of a 4-point roll is indicated by the fraction 2/4, described as “two of four,” that is, half the points required to fly a complete roll.

I-72 & 73 illustrate an 8-point hesitation roll sequence (“eight of eight”) and how to keep track of the points.

Summary: As with all the maneuvers in this program, but especially point rolls, your attention to the basic input sequence will get you through it successfully. Opportunities to build upon that initial success will then quickly unfold as you reflect on the first attempts (unlike those who merely react during the maneuvers, and therefore end up struggling to pinpoint what they need to fix when each attempt is different!)

K PTR: The main feature of point rolls is obviously the points. Anything else should be put aside until they are consistent.