

- CG = Wings thickest point (or slightly forward)
- Control surface neutrals (factor full length of surface)
- ½ degree positive wing incidence relative to stab
- 2 degree right engine thrust
- 15% expo on all surfaces
- Slight Aileron/Rudder mix (e.g., 2-5%)
- Activate Rud/Ail & Rud/Elev mixes (0 values to start)

The answers assessing aileron, elevator, and rudder travel are found by asking yourself the question, “is it too fast, too slow, or just right.” I.e., listen to your immediate gut!

- Trim ailerons wings level
- Trim elevator for average speed level
- Trim rudder for straight path (confirm with  360s &  loop)
- Full aileron left roll     Full aileron right roll (speed & matching rate)
- 1/4 & 1/2 elevator fixed elevator loop rate assessments
- Inverted slight drop check. Opt. Inverted 45 slight drop
- Rud/Ail Knife edge “coupling” check and mix adjustments (5-10% R.O.T)
- Rud/Elev Knife edge “coupling” check and mix adjustments (5-10% R.O.T)
- Opt. Idle throttle-slight down elevator downline mix\*

- Mulligan (no corrections!) upright 45 upline
- Mulligan upright 45 downline
- Mulligan inverted 45 upline
- Mulligan inverted 45 downline
- Mulligan vertical upline
- Mulligan vertical downline\*
- Mulligan fixed elevator loops (i.e., identify “pinch” severity and region of loop)
- Mulligan aileron roll (i.e., identify severity of drop indicating the corrections inputs needed)

Pro-actively apply lessons learned, e.g., amount to reduce elevator **input** to maintain round loop.

- 1. Consistent Parallel positioning** (Comfortable view, use of targets on the horizon)
- 2. Wings level**
- 3. Step-by-step / One step at a time**
- 4. Do not fix!**

- Adhering to 1. 2. 3. 4. results in
1. greater consistency
  2. More rapid learning
  3. Less wind impact
  4. Easier-faster-proper airplane setup assessments
  5. Easy transition into different aircraft

Trouble-shooting:

Result: Inconsistency/constant need to fix/plateauing = need to reestablish 1. 2. 3. 4. (not plane or wind!)

Regularly reinforce 1. 2. 3. 4. to avoid joining the ranks of flyers attempting to put the finishing touches on their otherwise fundamentally flawed maneuvers (i.e., constant fixes, rudder, programming, excuses, etc.)