
The Half Cuban Eight

By Jeff Buchner

Mid-Missouri Radio Control Association
Columbia, Missouri
AMA # 473203

Hopefully you have noticed in the past maneuvers that we've learned so far, there are many different variations of what one can do by mixing together loops and rolls. The Half Cuban Eight is no exception. It too is designed to be a turnaround maneuver.

Here is a description of the maneuver. From straight and level flight the model pulls up and does a 5/8 inside loop, when at 45 degrees the model hesitates, does a half roll, hesitates again, then performs a 1/8 inside loop back to straight and level heading in the opposite direction and at the same altitude in which you started.

Now that doesn't seem too difficult. All you have to do is break up the overall maneuver into the individual maneuvers that we already know. Let's take a look at how it's done.

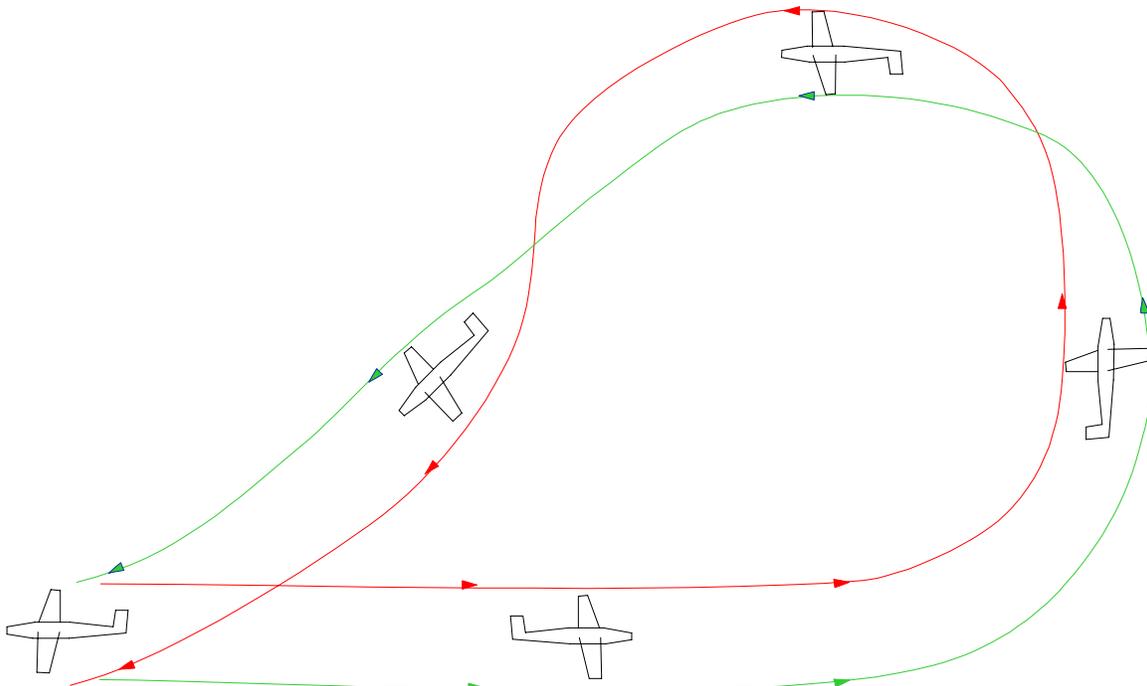


Figure 1, The Half Cuban Eight

With the model flying straight and level and as it passes in front of you pull back and hold in up elevator to start your loop. Continue the loop until the airplane is pointing down at a 45 degree angle (5/8 loop). The plane will be inverted at this time. Reduce throttle. Hold the 45 degree downline for approximately one second (hesitate) then roll the plane upright (half roll). Hold the 45 degree downline for approximately one second (hesitates again), then pull back on the elevator stick (1/8 loop) to get the plane back to straight and level. Add throttle.

One of the tricks to this maneuver is to do a big enough loop that allows you enough time to hesitate, roll, hesitate again, then pull to straight and level and be at the same altitude at which you started. Another tricky part is holding the 45 degree downline. Depending on your plane and how it is set up you will probably have to feed in a little down elevator while inverted and a little up elevator while upright in order to hold a straight line. Also try to position the half roll in the center of the 45 degree downline. Don't forget to use a little throttle management. Remember, when learning a new maneuver always allow yourself enough altitude to recover from, just in case you get confused. Till next lesson fly with a purpose.

Next: Half Reverse Cuban Eight