
The Split “S”

By Jeff Buchner

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

Last lesson we learned how to do an Immelmann Turn. The Split “S” is basically an Immelmann done in reverse. Here is a description of the Split “S”.

The model proceeds in straight and level flight, performs a half roll followed immediately by a half loop, and returns to straight and level flight at a lower altitude going in the opposite direction.

Notice in this maneuver that you start by rolling and then do a half loop. Whereas in an Immelmann you start with a half loop then a roll. Both are considered turnaround maneuvers. With this said let’s learn to do a Split “S”. As always start with plenty of altitude as this maneuver is designed to lose it.

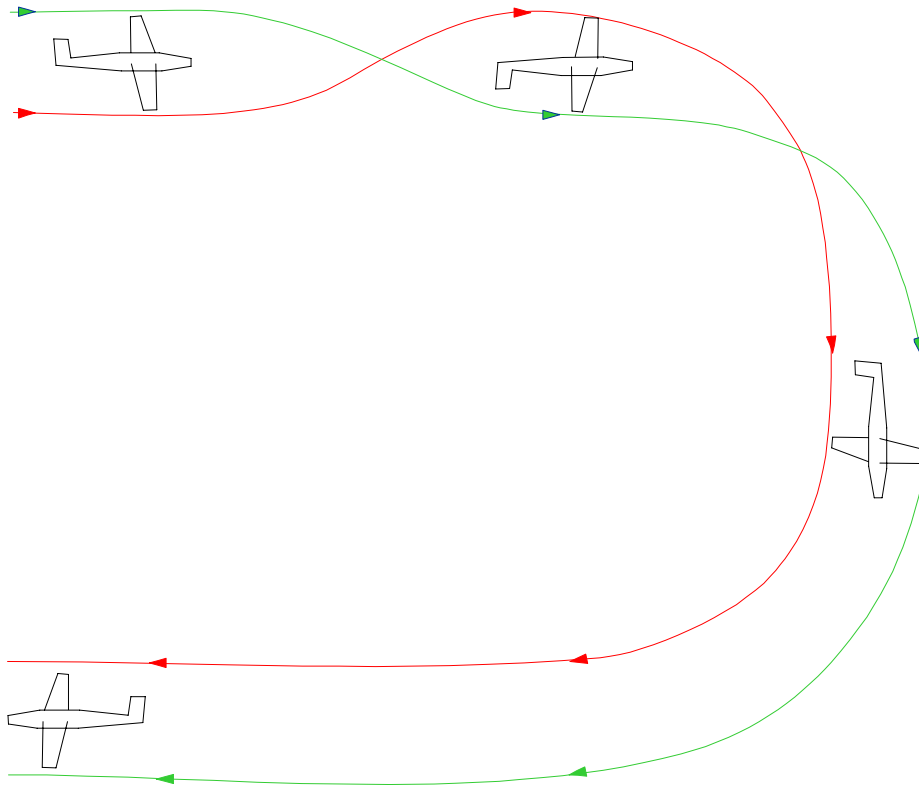


Figure 1, Split “S”

At straight and level flight as the model passes in front of you simultaneously roll the plane 180 degrees (half roll) to inverted and reduce throttle to just above idle. As soon as the plane is inverted immediately pull back on the elevator and start a half loop. Hold in enough elevator to make a nice graceful half loop without plunging into the ground. When the plane reaches the bottom of the half loop add throttle and fly out straight and level in the opposite direction.

One item to watch out for is over or under rotation on your half roll to inverted. If you do either one the wings will not be level as you start your half loop and will cause your plane to veer off in the direction of the low wing.

After you've mastered a Split "S" another good way to practice is to combine it with an Immelmann Turn. Start with the Immelmann, fly level for a bit then do a Split "S", fly for a bit, do an Immelmann. You get the idea.

Next: Half Cuban Eight