

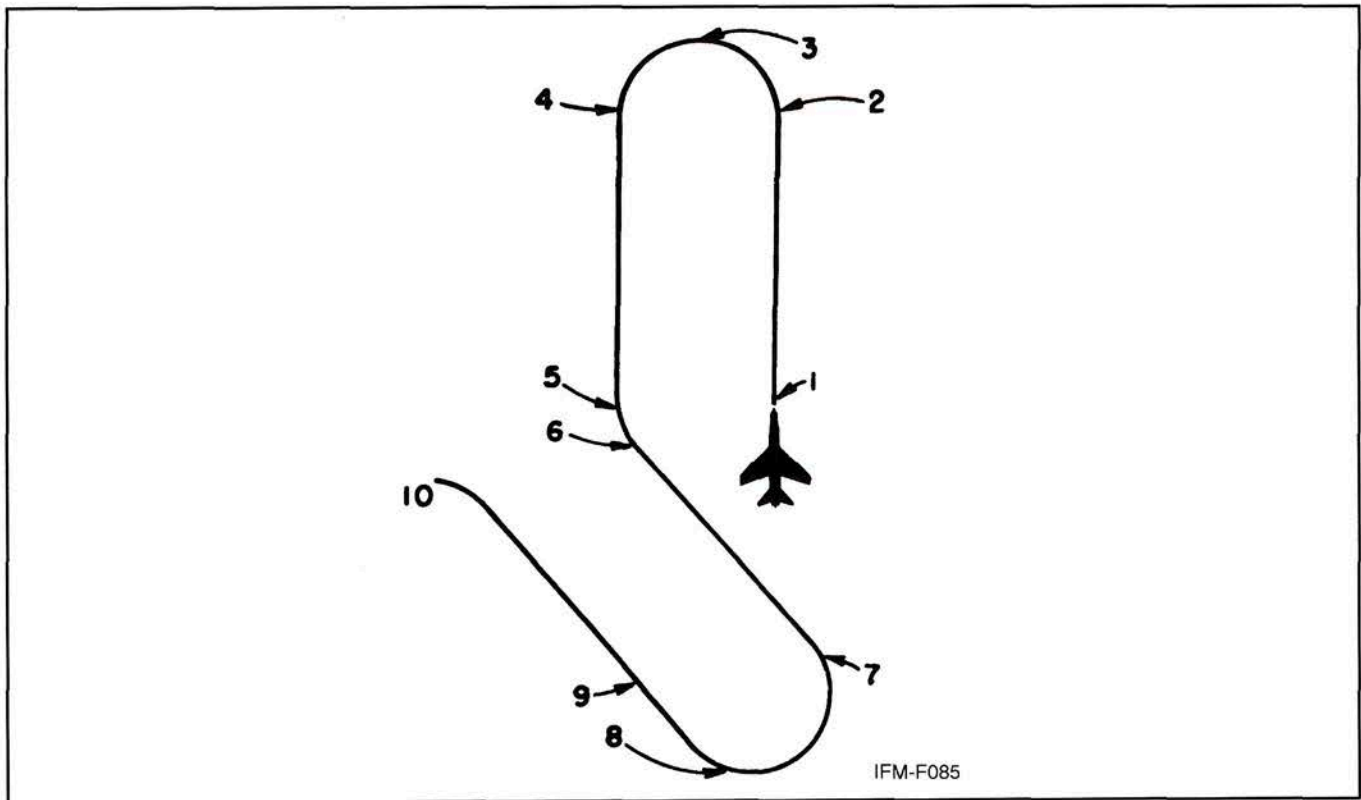


Figure 19-7. YANKEE Pattern (High-Performance Aircraft)

19.3 CONFIDENCE MANEUVERS

Note

The following maneuvers are not applicable to rotary-wing aircraft.

19.3.1 Wingover

The wingover is a combination climbing and diving turn with approximately 180° of heading change (Figure 19-8). The maneuver is commenced from straight-and-level flight after obtaining the desired airspeed. Start a steep climbing turn in either direction so that the heading of the aircraft has changed approximately 90° as the aircraft approaches 90° angle of bank. When the angle of bank reaches 90°, allow the nose of the aircraft to start down. As the nose of the aircraft passes through the horizon, smoothly decrease the angle of bank to a wings-level attitude. The rate of roll during the recovery should be the same as the rate of roll used during the entry.

19.3.2 Barrel Roll

The barrel roll is a combination climbing and diving maneuver that is accomplished by smoothly rolling the aircraft about a point 45° off the aircraft heading on the horizon. The maneuver is accomplished by commencing a simultaneous climb and roll at a rate that will achieve a 90° change of heading as the aircraft completes 180° of roll (inverted flight). The nose should reach a point about 45° above the horizon as 90° of roll is completed. As the nose drops below the horizon, the roll should be continued and backpressure increased as necessary to place the aircraft straight and level at the completion of the roll (Figure 19-9).

Note

This maneuver should be attempted only in aircraft equipped with the three-axis Attitude Direction Indicator (ADI).

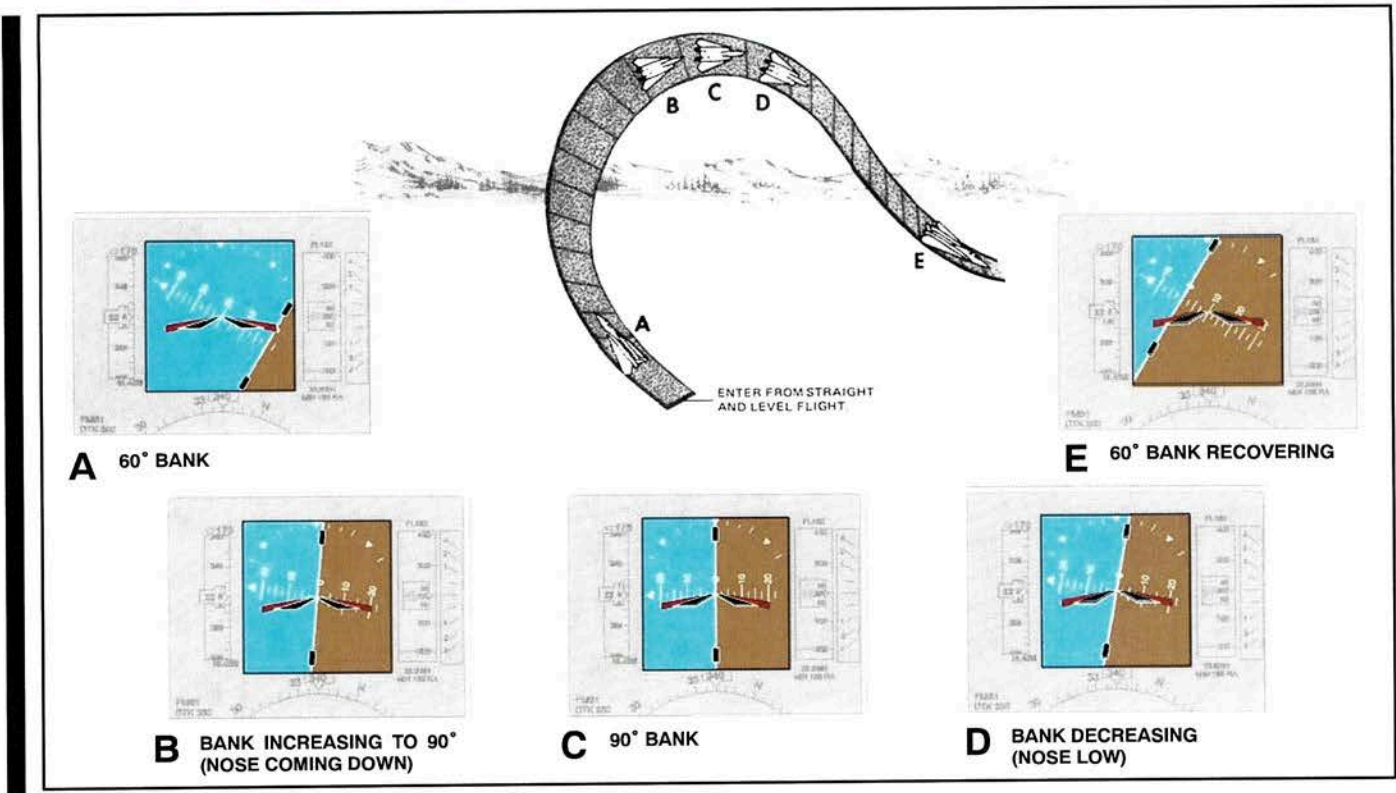


Figure 19-8. Wingover

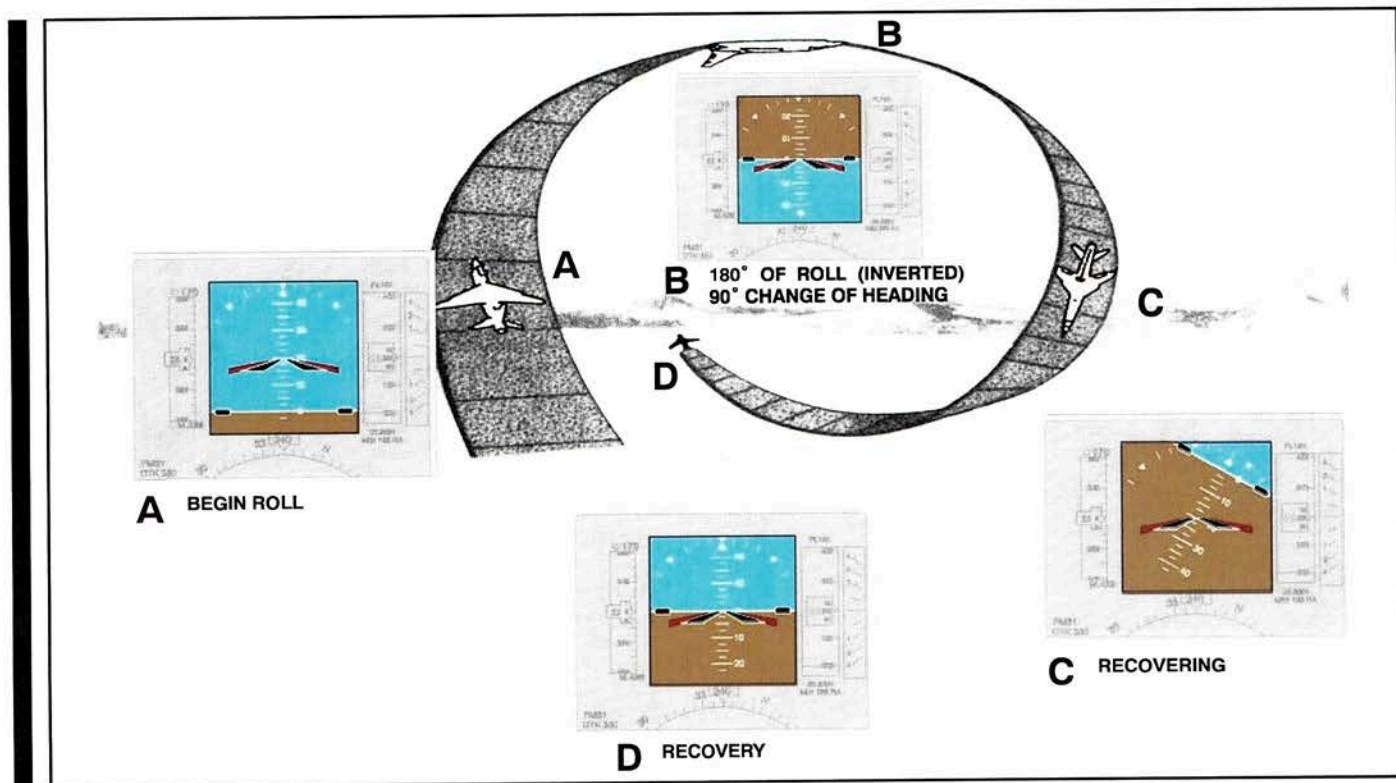


Figure 19-9. Barrel Roll