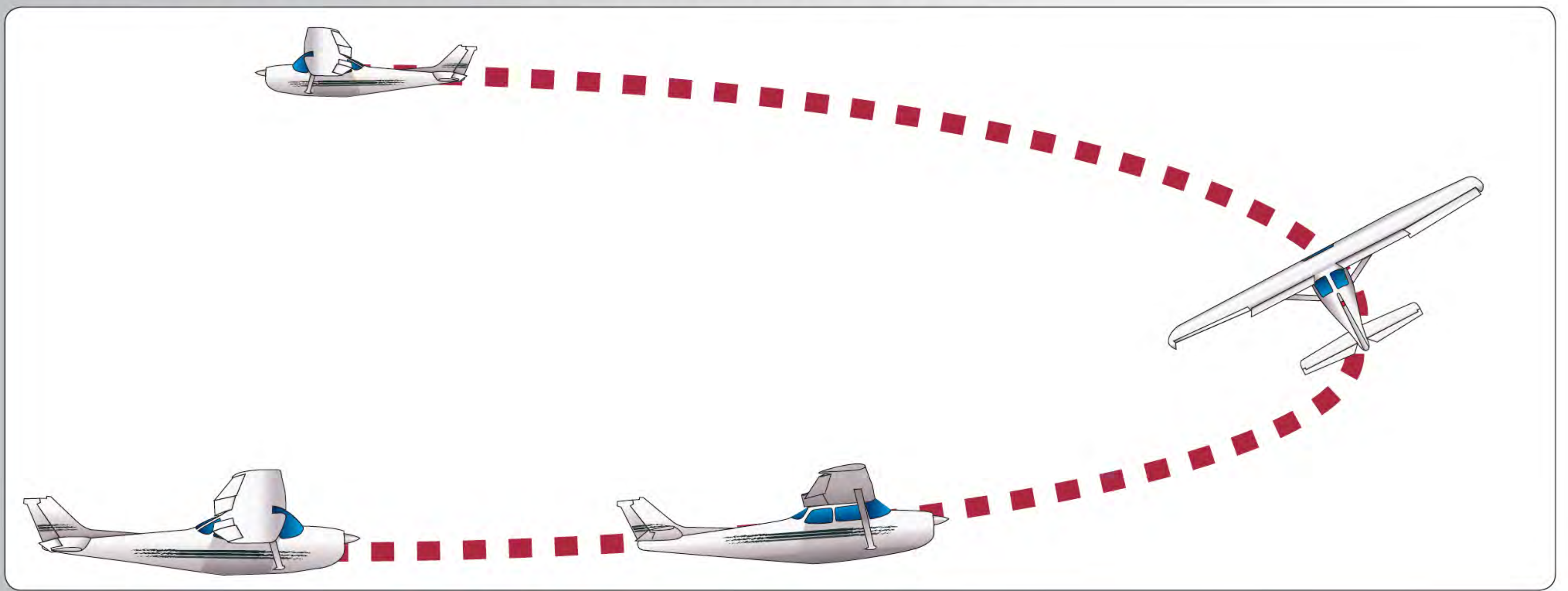


# Performance Maneuvers

The so-called “performance” or “advanced” maneuvers build on the basic ones learned in our earlier training. They embody the same principles and techniques as the basic maneuvers, but because they include variations and/or combinations of the “simpler” procedures we’ve been performing since our pre-solo days, they require a higher degree of skill for proper execution.

## CHANDELLE

The chandelle is a maximum performance climbing turn beginning from approximately straight-and-level flight and ending at the completion of a precise 180-degree turn in a wings-level, nose-high attitude at the minimum controllable airspeed. The maneuver isn’t judged on altitude gain, but by proficiency with the power/bank combination used. Do them to the left and the right; you’ll get a refresher course in torque, P-factor and rudder use.



## LAZY-8

The lazy-8 helps develop coordination of controls through a wide range of airspeeds and attitudes. Diving, climbing and turning are combined, and the combinations are varied and applied throughout the performance range of the airplane. It is the only standard flight-training maneuver during which control forces are never constant.

It consists of two 180-degree turns, in opposite directions, while climbing and descending during each turn. At no time is the airplane flown straight and level; instead, it is rolled directly from one bank to the other, through the wing-level attitude.

