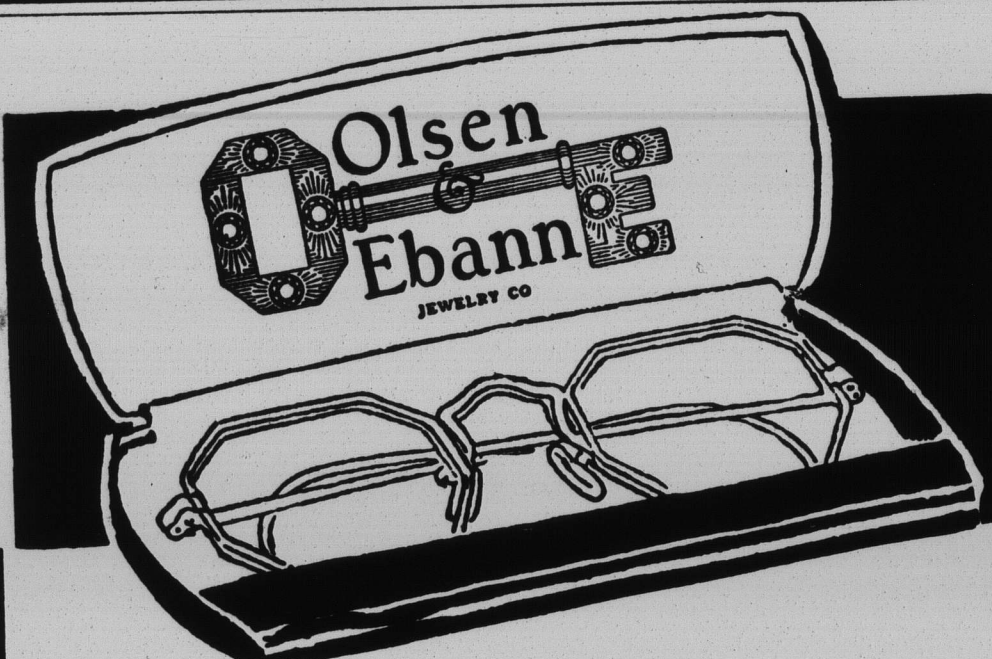


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# AVIATION

**720 DEGREES TURNS**  
*By Lea J. Orr*

As the term is in itself explanatory, 720 degree power turns are two complete 360 degree turns. A 360 degree turn is, of course, one full turn; therefore, the 720 degree turn is twice around.

This maneuver is solely practiced for the purpose of learning sharp left and right verticle banks.

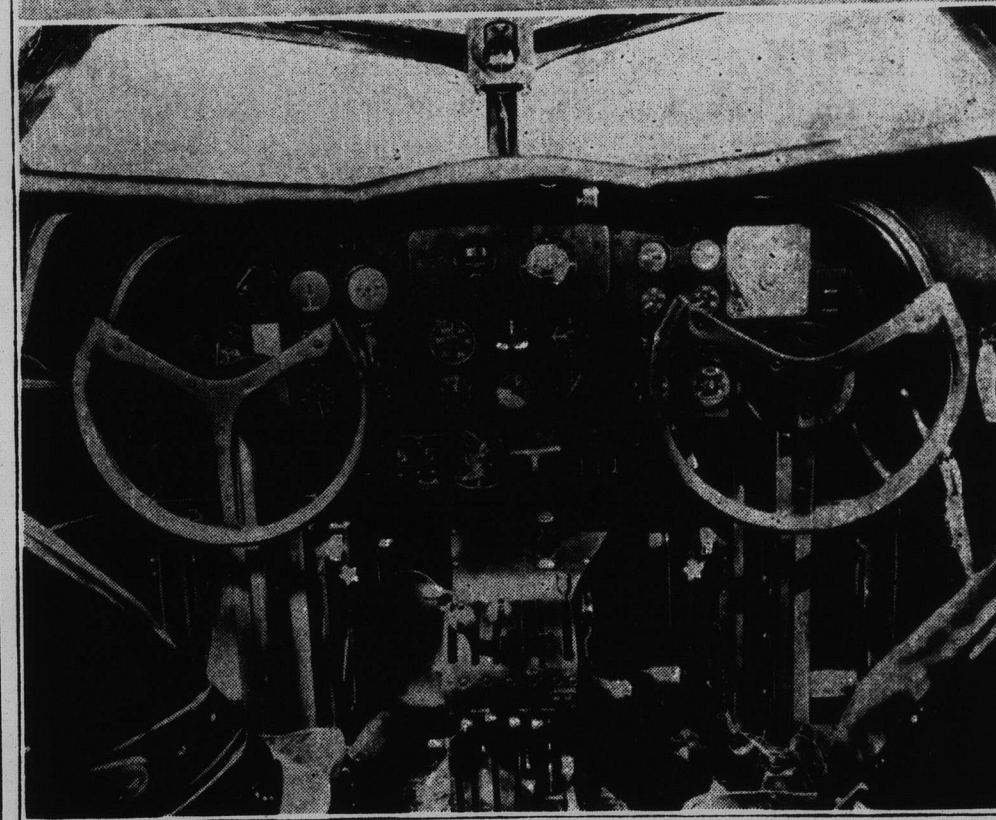
The ship is taken to a 2000 foot altitude and headed into the wind. At

point you should again be flying level at cruising speed, and without the loss of any altitude.

The procedure is now reversed and the same operation is performed in the opposite direction.

Your attention is called to the fact that in the steep banks in this maneuver, that your ship changes points of control when the rudder functions as an elevator and it is important that this be watched so as not to lose altitude.

The steep eight is given you for



Above: A Boeing 247D transport passenger plane taken at the Chicago municipal airport. Below: the pilot compartment and instrument panel of the same ship, which carries 14 passengers and has retractable landing gear.

this altitude, while flying directly into the wind, the ship is trimmed. This means that the stabilizer is adjusted so that the ship will fly at a constant altitude without either climbing or diving when the hand is taken from the stick. The feet alone are on the rudder pedals merely to correct any drift.

With the ship now properly trimmed, power on at cruising speed, you are ready to start the 720 by flying into a steep bank of approximately 60 to 70 degrees bank, which should be done in about one quarter of a turn. This degree of bank is held until one and one-half turns are made, using the remaining one-quarter of a turn to bring the ship to a level position. At this

perfection of technique in the execution of a steep bank. This maneuver is also done at an altitude of about 2000 feet and you are not required to maintain a position with relation to definite objects on the ground. However, for practice in general orientation, you should maintain a general cross-wind direction so that the plane is flown into the wind while banked at each extremity of the eight.

In the execution of this maneuver, the plane is rolled smoothly into a steep bank and so much of a circle described as will necessitate rolling the plane slowly out of one bank and slowly into the bank in the opposite direction without pausing in a wing-

(Continued on Page 54)