

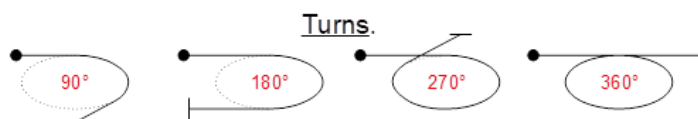
# IMAC Judging Criteria Quick Reference: Legal Turn-around Figures.



Prior to entering the aerobatic airspace, between sequences, and prior to landing, pilots are allowed to perform **only** the following trim and positioning maneuvers:

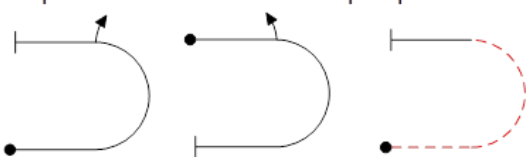
- Turns.
- Half Cubans or Reverse Half Cubans with only a single  $\frac{1}{2}$  roll on the 45 degree line. Note: The  $\frac{1}{2}$  roll is optional based on the aircraft orientation required to initiate the aerobatic sequence.
- Single  $\frac{1}{2}$  roll to inverted immediately prior to an attempt when the first figure requires an inverted entry.
- Single  $\frac{1}{2}$  roll to upright following an inverted exit from the last maneuver.
- Half Loops: (**Changes for 2019**)
  - 1) Half inside loop with only a single  $\frac{1}{2}$  roll on entry or exit. Note: The  $\frac{1}{2}$  roll is optional based on the aircraft orientation required to initiate or exit the aerobatic sequence.
  - 2) Half outside loop to upright for sequences that end in inverted flight.

**Note:** For sequences that start inverted, **once inverted, the pilot is committed to the attempt and must initiate the sequence.**

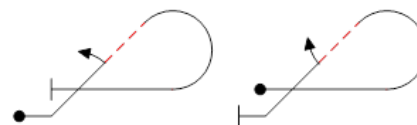


Reverse  $\frac{1}{2}$  Cuban or  $\frac{1}{2}$  Cuban  
 Though displayed, the  $\frac{1}{2}$  roll on the 45 degree lines is optional; may be omitted when inverted entry is required.

$\frac{1}{2}$  Loop up or down.  
 A single  $\frac{1}{2}$  roll on either entry or exit is permitted on either half loops up or down



**Note:  $\frac{1}{2}$  Outside loop up is permitted when sequences end inverted.**



Single  $\frac{1}{2}$  Roll

A single  $\frac{1}{2}$  roll to inverted prior to the sequence start for inverted entry, or a single  $\frac{1}{2}$  roll to upright after sequences that finish inverted.



- Unless specifically noted, all turn-around figures must initiate from upright flight, and aircraft must be returned to upright flight upon completion of the first sequence.
- Exceptions to allowable turnaround figures may only be directed by the CD or line boss in the course of managing the airspace. Pilots will follow such directions and no penalty will apply.
- Turnaround maneuvers may not be performed at low altitude or directly in front of the judges. No other aerobatic maneuvers are allowed immediately following the airplane breaking ground.
- An illegal maneuver performed before entering a sequence will result in zeroing the following sequence.
- An illegal maneuver prior to landing will result in zeroing the preceding sequence.

**Note: New for 2019 - Vertical lines are no longer allowable turn-around figures.**