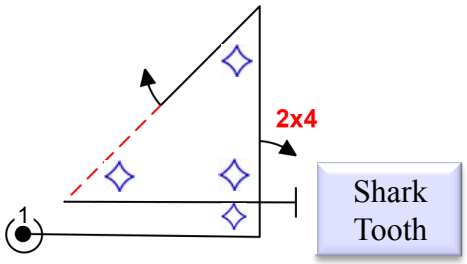
Official 2019 Sportsman Known

Sinthetic Guide

by Fabio G. IMAC ITALIA — Trad.: Guillermo M.R.

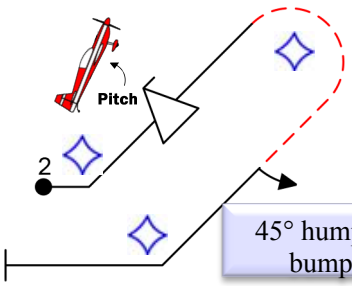
IMAC INTERNATIONAL MINIATURE AEROBATIC CLUB

wind direction

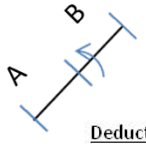


Shark Tooth

Case	Deduction
A=B	0 Pt.
A close B	-1 pt.
A = 2x B (B = 2x A)	-2 pt.
A = 3x B (B = 3x A)	-3 pt.
A (or B)= 0	-4 pt.
A=B=0	-2 pt.



45° humpty bump



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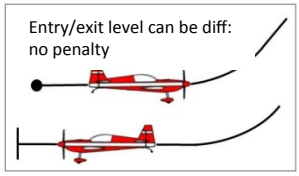
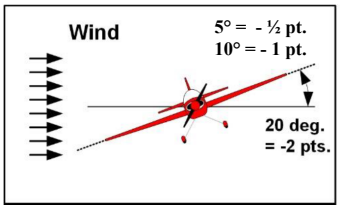
Roll rate variation **-1 pt.**

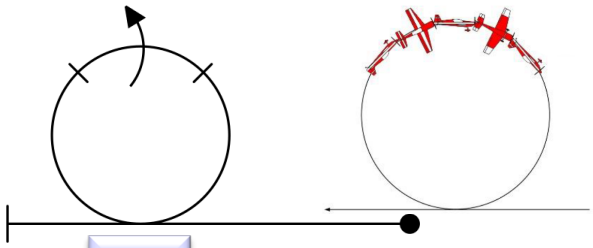




Wings level should be downgraded for every 5 degrees deviation a 0.5 points downgrade, 10 degrees will be a 1 point off.

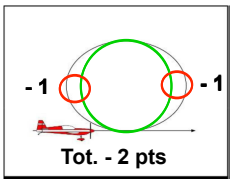
- 1 pt per each radius variation

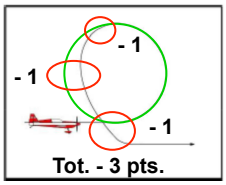
Roll centered or **– 0,5 pt./5°**

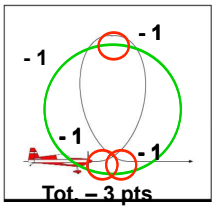


Loop

If roll is made on a line in th loop
– 2 pt.

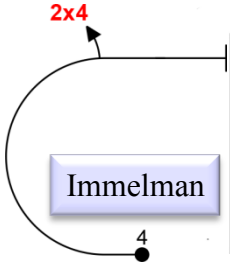




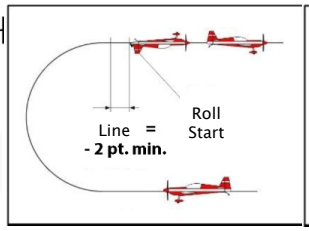


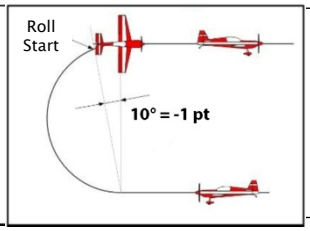
For no penalty, loop must be perfectly circular, entry and exit at same level.

- Roll rate variation **– 1 pt.**
- Wings missalignment from flat **– 0,5 pt./5°**
- Scoring should be through the flying of the loop not in the end.
- Radius must be constant, or **–1 pt.**
- No line on the radius; or **– 1 pt /segment**

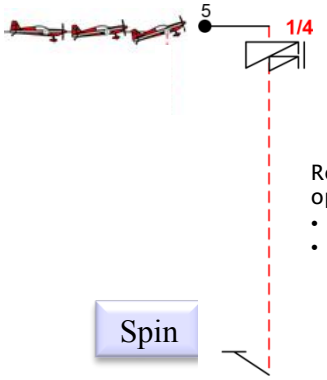


Immelman





- Roll rate variation **– 1 pt.**
- Loop radius variation **– 1 pt.**
- Wings missalinegment **–0,5 pt./5°**
- Flight path deviation **–0,5 pt./5°**
- Entry and exit horizontal; **–0,5 pt./5°**
- Straight between loop & roll **–2 pt.**
- Roll before loop ends **–1 pt.**



Spin

Rotation sense is optional;

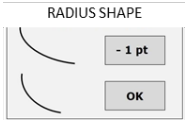
- Left => exit
- Right => entry

-Plane must approach stall with wing leveled
- Missalinement from wings level **– 0,5 pt/5°**
-Flight path and level kept constant before stall:
Missalinement from path or level **– 0,5 pt/5°**
Nose and wingtip are to fall simoultaneously in spin direction:
- If wingtip falls before nose drop **– 0,5 pt/5°**
- If plane nosedrops before yaw **– 0,5 pt/5°**
-After spin ends, plane must fly a vertical straight down line wind corrected, if NO line **– 1 pt.**
-Deviation from vertical, wind correction **– 0,5 pt/5°**
-No stall (plane was forced to drop nose)**the pilot has the benifit of a doubt 0 pt**

-Plane must autorotate during spin
If spiral spin

ALL RADIUSES MUST BE TH SAME

RADIUSES ARE NOT NECESSARILY TO BE THE SAME THAN THE OTHERS



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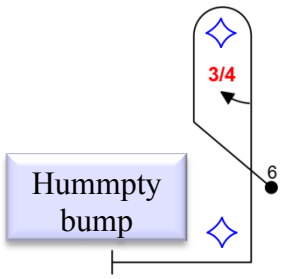
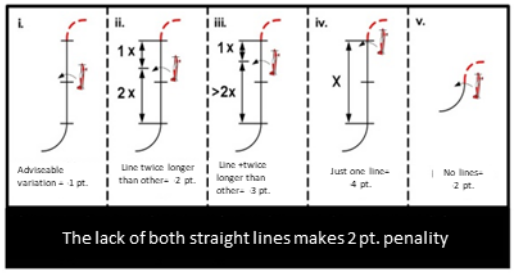
Hummpty bump

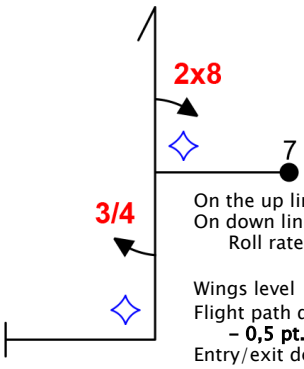




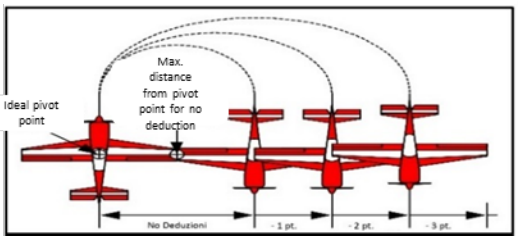
According to the previous maneuver;
- If incoming; ¾ roll must be Rigt
- If outgoing; ¾ roll must be Left
- Else = **0 Pt.**

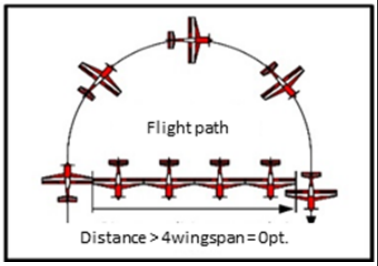
- Roll rate deviation **– 1 pt.**
- Wings level **– 0,5 pt./5°**
- Flight path deviation **– 0,5 pt./5°**
- Entry/exit deviation from horizontal **– 0,5 pt./5°**

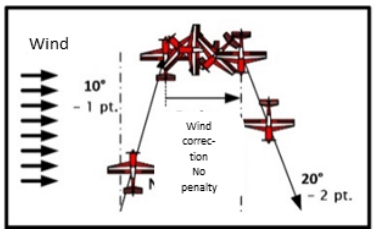
Stall turn



On the up line 2/8 point roll
On down line ¾ roll
Roll rate variation **– 1 pt.**
Wings level **– 0,5 pt./5°**
Flight path deviation **– 0,5 pt./5°**
Entry/exit deviation from horizontal **– 0,5 pt./5°**

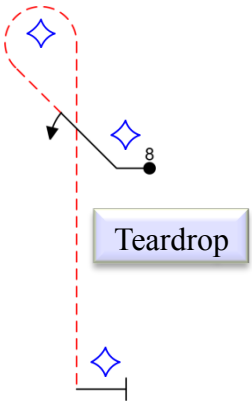


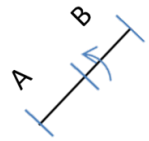


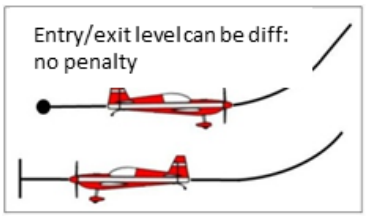


Oscilation after stall	**– 0,5 pt./5°**
Flight Path deviation	**– 0,5 pt./5°**
Wing alignement	**– 0,5 pt./5°**
Vertical path (up/down)	**– 0,5 pt./5°**
Horizontal entry/exit	**– 0,5 pt./5°**
Slide down before rotation	**0 pt.**

Teardrop







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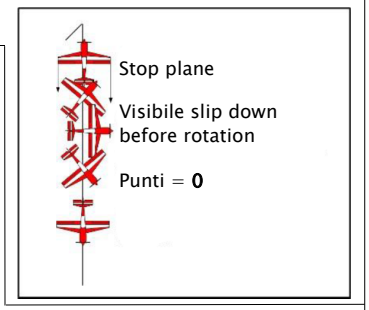
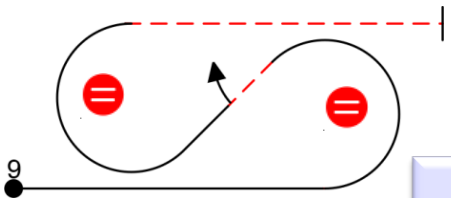
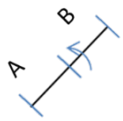
Just one line	-4 pt.



Eight





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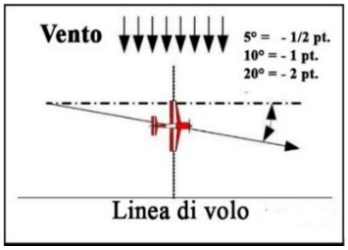
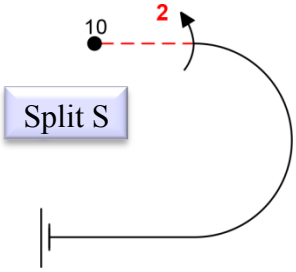
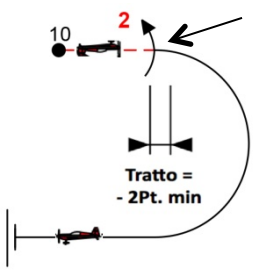


Split S





Fine roll

- Roll rate variation **– 1 pt.**
- Deviation from flight path **– 0,5 pt./5°**
- Wings missalignment from flat **– 0,5 pt./5°**
- Entry/exit deviation from horizontal **– 0,5 pt./5°**
- Radius must be constant, or **–1 pt.**
- No straigth segments; or **– 1 pt./segment**