

- Bank Angle between **60° and 90°**
- Bank Angle under 60°
- If over 90°
- Constant radius; otherwise,
- Constante flight level;
- Wing level on entry and on exit

No penalty
 - 0,5 pt./5°
 0
 - 1 pt./per any variation
 - 0,5 pt./5°
 - 0,5 pt./5°

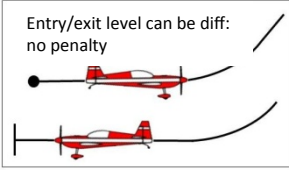
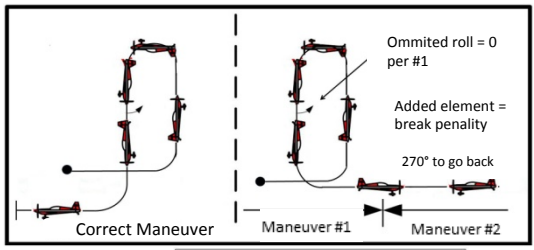
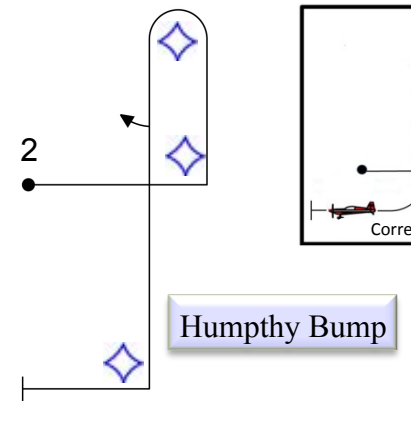
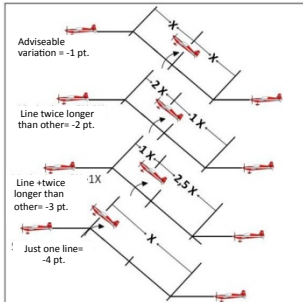
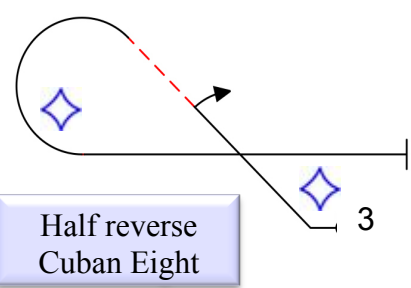
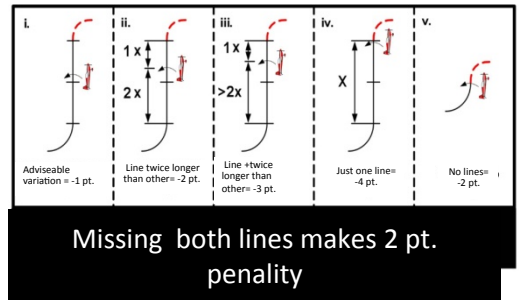
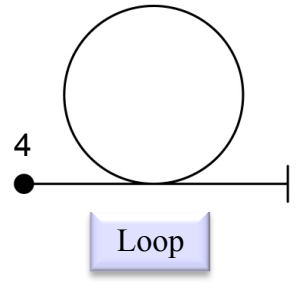


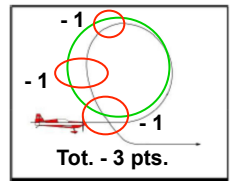
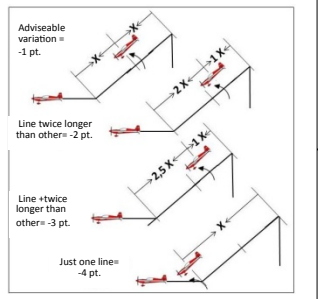
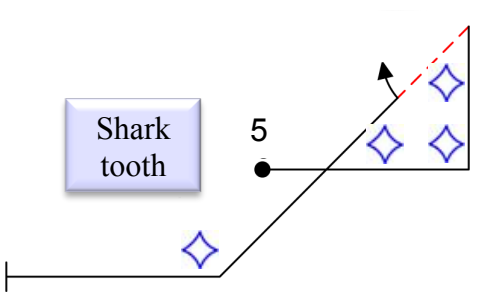
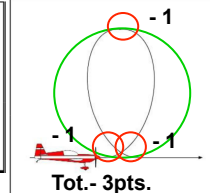
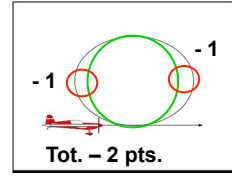
FIG 14



- 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°

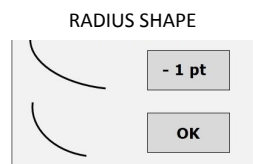


- For no penalty, loop must be perfectly circular, entry and exit at same level.
- Roll rate variation - 1 pt.
 - Wings LEVEL - 0,5 pt./5°
 - Entry/exit deviation from horizontal - 0,5 pt./5°
 - Radius must be constant, or - 1 pt.
 - No straight lines; or - 1 pt./segment

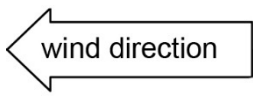


ALL RADIUSSES MUST BE THE SAME

RADIUSSES ARE NOT NECESSARILY TO BE THE SAME THAN THE OTHERS



Official 2019 Basic Known



6

Stall Turn

Wind correction No penalty

10° - 1 pt.
20° - 2 pt.

Oscillation after stall - 0,5 pt./5°
Flight Path deviation - 0,5 pt./5°
Wings level - 0,5 pt./5°
Vertical path (up/down) - 0,5 pt./5°
Horizontal entry/exit - 0,5 pt./5°
Slide down

0 pt.

Flight path
Distance > 4wingspan = 0pt.

7

Roll

Wind 5° = -1/2 pt.
10° = -1 pt.
20 deg. = -2 pts.

Wind 5° = -1/2 pt.
10° = -1 pt.
20° = -2 pt.

Roll rate variation -1 pt.
Speed change thru roll - 1 pt.

Judges are to penalize only for corrections due to pilot induced errors, ignoring variations due to plane setup or wind gusts.

8

Half Cuban eight

Roll rate variation - 1 pt.
Wing level - 0,5 pt./5°
Flight path deviation - 0,5 pt./5°
Horizontal Entry and Exit - 0,5 pt./5°

Entry/exit level can be diff: no penalty

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

9

Immelmann

Roll Start
Segment = -2 pt. min

Roll rate variation - 1 pt.
Loop radius variation - 1 pt.
Wings level - 0,5 pt./5°
Flight path deviation - 0,5 pt./5°
Entry and exit horizontal or Line between loop and roll - 2 pt.

10

Spin (1 1/2 turn)

The plane must approach the spin with wings leveled:
Misalignment - 0,5 pt/5°
No stall or aileron entry or snap entry 0 pts
Straight flight path - 0,5 pt/5°

Nose and wing must dive simultaneuly in the spin direction:

Plane must autorotate during spin:
If spiral roll spin 0 pts

After spin, plane must make° vertical down line wind corrected:
For each deviation - 0,5 pt/5°
Omission of vertical line - 1 pt.