

**Dear friends**



It goes without saying that all the comments that follow are only advice and not therefore mandatory. There are 3 important rules in order to perform a training correctly.

**1st Rule :**

When training, it is not enough to put 2 flags spaced 10 m, a central circle and a point for the location of the pilot if there is not the rest.

To train well during the stationary figures, it is necessary to position all the markers (flags, location of the judges, flight frame for the pilots and that of the judges etc.) and even more (+).

It is imperative that the marks "A" and "B" are drawn because they are very important.

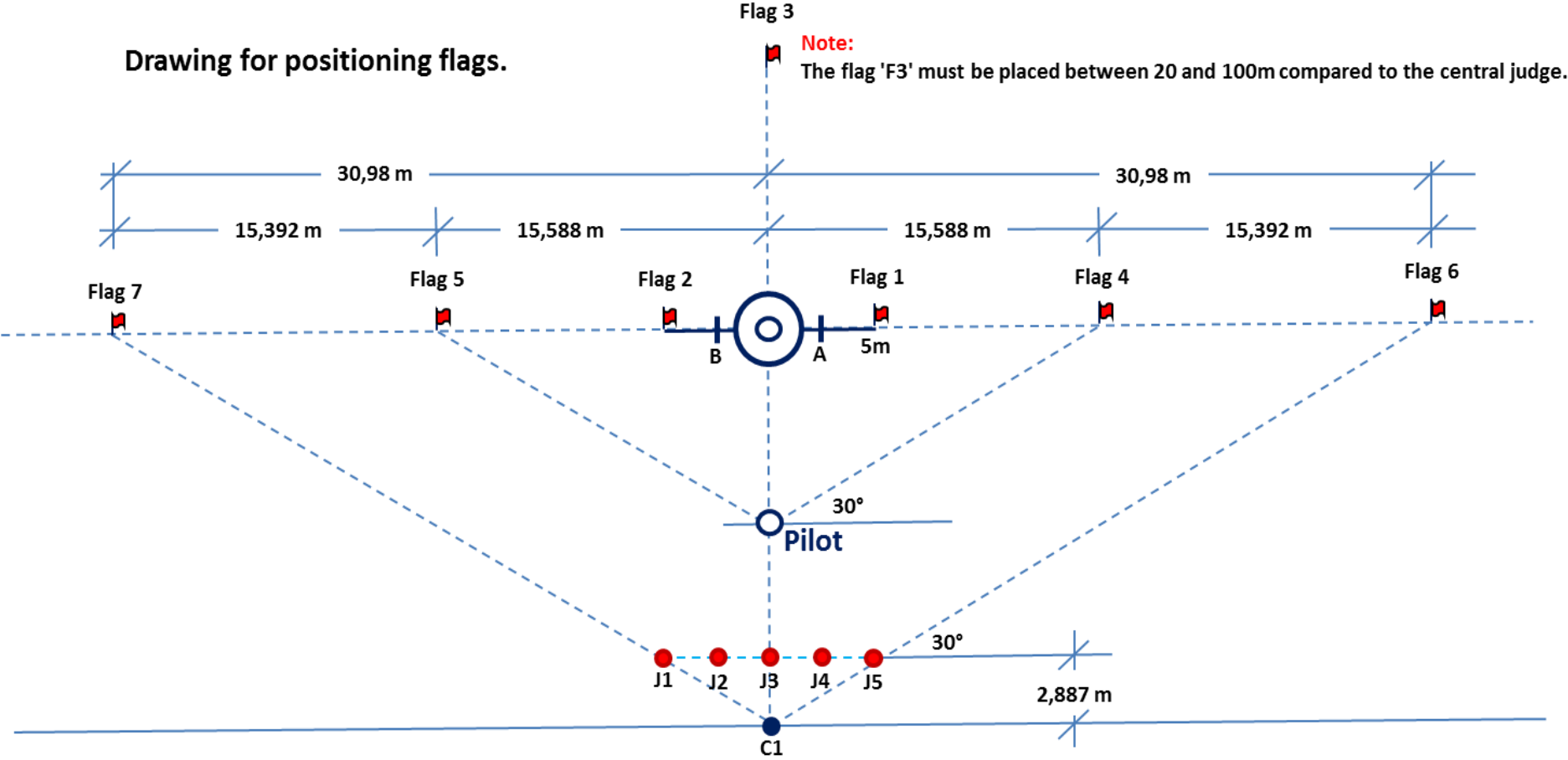
It is also necessary that the 120 ° markings for pilots be in place.

The location of the judges must be marked (cross, see drawing attached), because the coach should move on this line during the stationary figures.

For the figures of aerobatics, it is necessary to put a flag in the distance on the central line.

To materialize all the points where it is necessary to put a flag or a cross, it is necessary to sink into the ground one the tube (see photo) so as not to have to do it

**Drawing for positioning flags.**

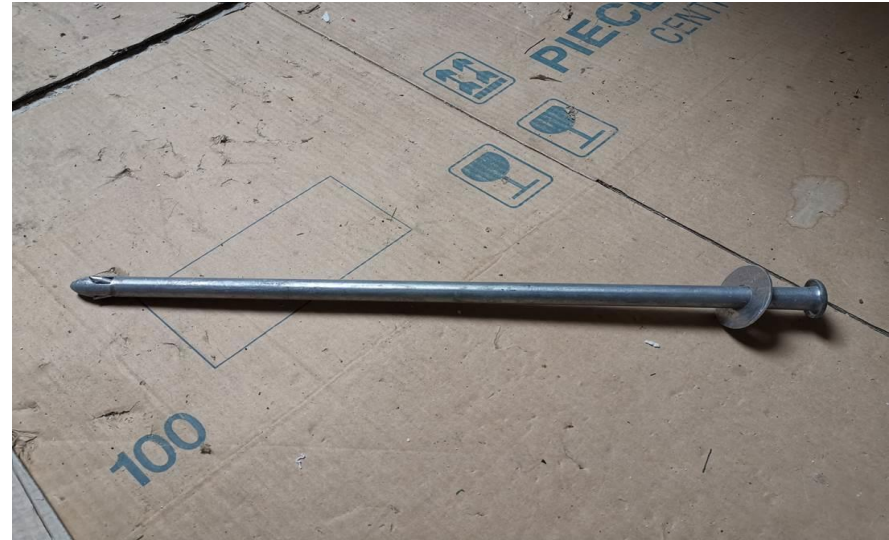
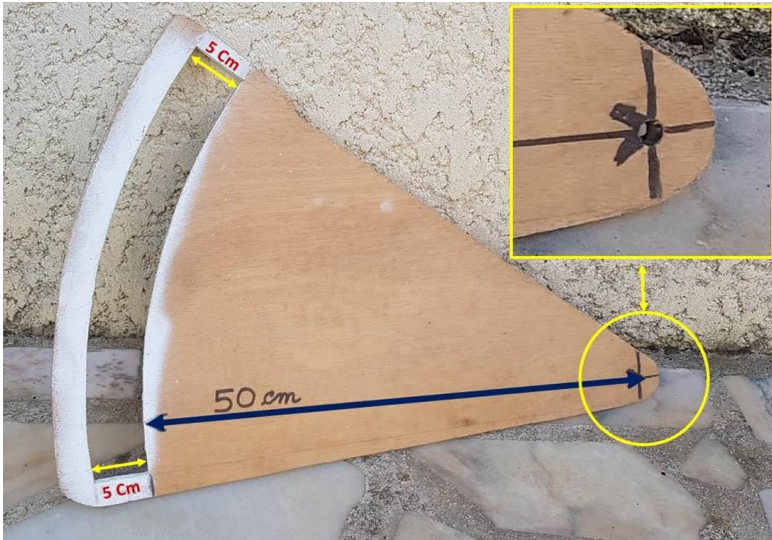
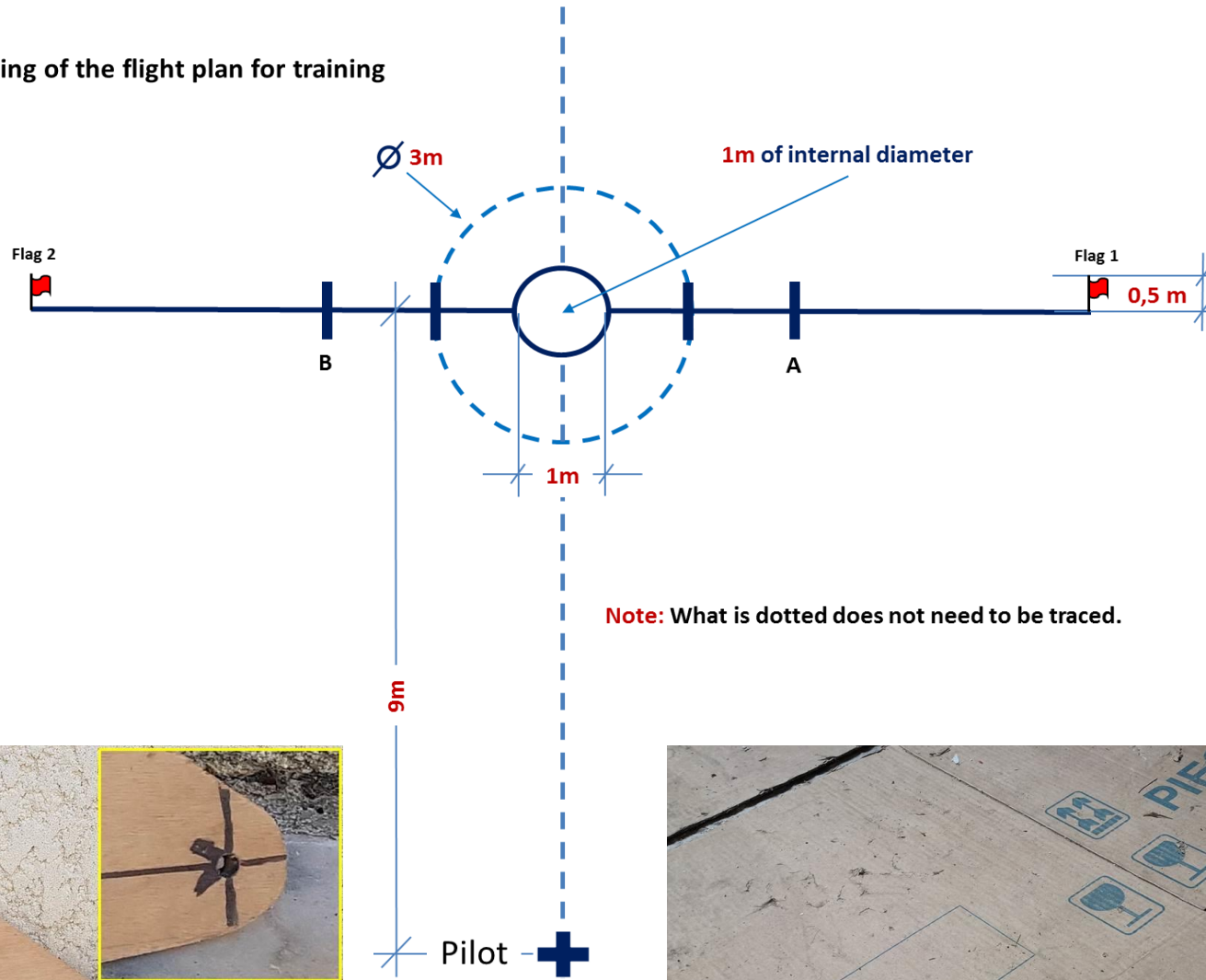


**Note:**  
The flag 'F3' must be placed between 20 and 100m compared to the central judge.

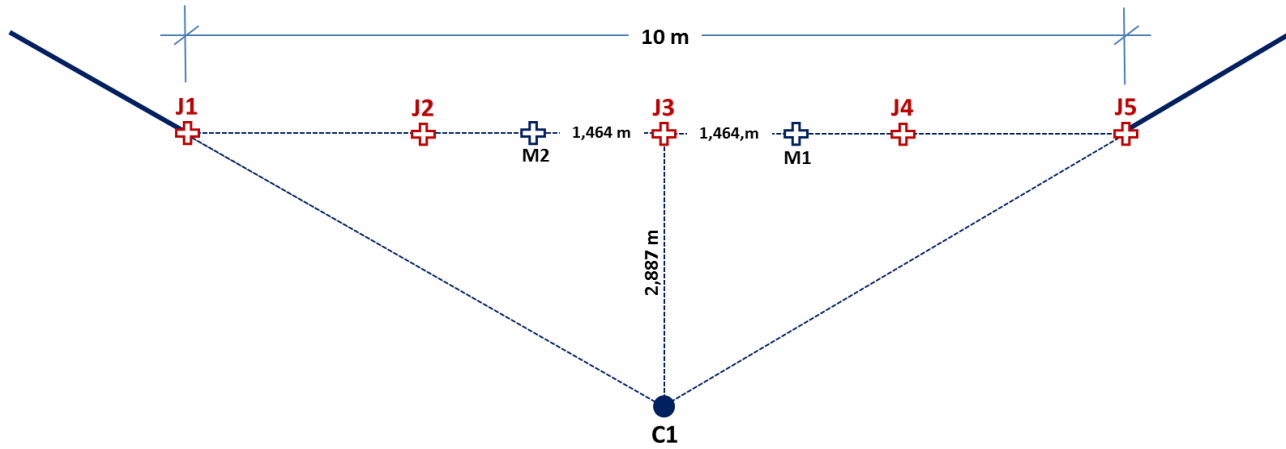
**Note 1:** The flags (or cones) F4 and F5 serve as references for the 120 ° frame of the pilots.

**Note 2:** The flags (or cones) F6 and F7 serve as references for the 120 ° frame of the judges.

# Drawing of the flight plan for training



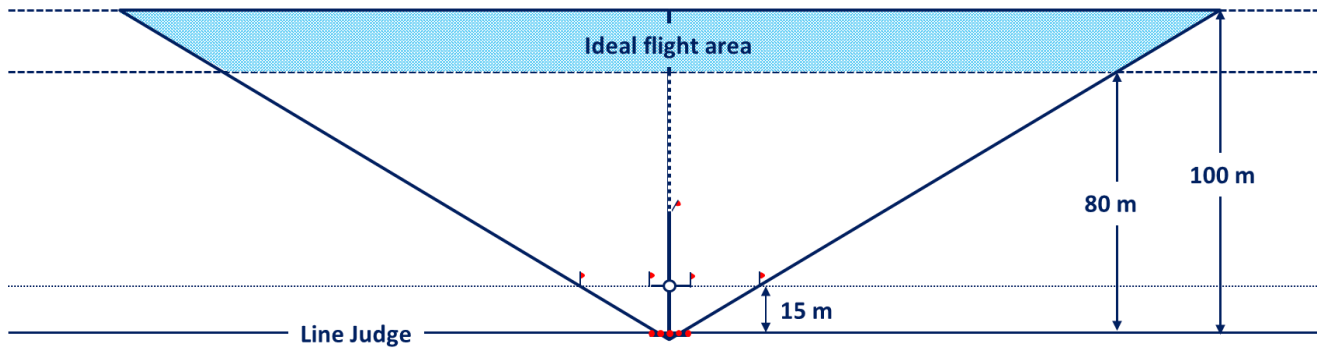
### Line of Judges for Training



**Comment:**

The lines do not need to be tracked for training, crosses or flags are enough!

### Ideal Flight area



## 2<sup>nd</sup> Rule :

This rule applies to both the pilot and the coach.

- It is imperative to read the paragraph: 5D.1 General  
I put it below by highlighting the important points.
- It is necessary to read the description of all the figures
- Annex 5E should be read, especially 5E.6.1. at 5E.8.

## 3<sup>rd</sup> Rule :

The presence of a coach is necessary to progress, but of course, he does not need to be there for each training.

### 5D.1 General

The manoeuvres are displayed in pictorial form in Figures 5D-P and 5D-SF/F for the case where the wind direction is left to right.

The following descriptions apply to all manoeuvres and if not performed properly must result in downgrades.

Points will also be subtracted if a manoeuvre is not performed as described.

The starting/ending altitude for the hovering manoeuvres is 2m above the helipad.

If a manoeuvre is unrecognisable it must be severely downgraded.

If pirouettes are performed in the wrong direction, the score shall be zero (0) points.

Ascents from, and descents to, the helipad must be vertical.

Landings must be smooth and centred on the helipad.

During the hovering manoeuvres all stops must be **of 2 seconds minimum duration** (unless specified otherwise).

Circular and linear hovering segments must be performed **at a constant speed**.

Every pirouette must be performed at **a constant turning rate**.

The hovering manoeuvres must be started with the nose of the model aircraft (MA) facing left or right and must be flown as a unit (the starting heading must be same for each hovering manoeuvre).

The competitor must stand in the 2m diameter circle marked "P" in Figure 5.4.A during all manoeuvres.

All aerobic manoeuvres must start and end in the direction indicated with a straight **and level flight line of 10m minimum length**.

Entry and exit must be **at the same altitude and heading.**

Loops or parts of **a loop must be round and have the same diameter.**

Consecutive loops must be in the same location and plane.

Rolls must be performed at a constant roll rate.

Consecutive rolls must have the same roll rate and must be at the same altitude and heading.

During all aerobatics manoeuvres the competitor must maintain his MA above a minimum altitude of 10 m.

**Aerobatic manoeuvres must be centred within the 120° horizontal field of view and must be symmetrical about the centre line.**

**Aerobatic manoeuvres flown at a distance greater than 100m from the judges' line will be downgraded.**

In case of a dispute the manoeuvre text takes precedence over Figures 5D-P and 5D/SF/-F.

Note: When the word “centred” is used, it means that the MA crosses an imaginary plane that extends from a line drawn vertically upward, from the centre judge out through the helipad. This refers to both Schedules P and SF/F.

Scoring criteria for landing; See ANNEX 5E paragraph 5E.6.11.<<

So much for the starting point, now we will be able to detail the particular points figure by figure.

The comments concern primarily the trainers during training, the judges and of course they are also useful for the pilots

**Thank you very much,  
Roger Lacôme**