

2006 Sportsman Known

Note:

- 1. This description takes into consideration that long lines between figures is just a good place to earn deductions. Keep these lines as short as you can to avoid downgrades.**
- 2. There is no center box for scoring purposes. But it is convenient to speak of left, center and right when describing position.**

1. Hammerhead. This figure scores better at center. There is also a long entrance line to figure 2, so it is not necessary to perform this figure before center. Pull to vertical and perform a 2 of 8 point roll half way up the line, at its center. Perform the pivot and establish a vertical down line. Perform a 3/4 roll on the center of that line and then pull to exit positive. Be careful to make the 3/4 roll in the proper direction, or you will pull positive and exit in the wrong direction shown on the sequence

2. Half Cuban. Analyzing where to start this figure requires looking at figures 3 through 6, which are flown on one line, so figure 3 needs to be far out enough to provide room. To avoid too long a line between figure 2 and figure 3, it is not necessary to draw a long line before starting figure 2. Perform the half roll and immediate 5/8 outside loop. Exit on a 45 degree positive line, with a full snap at its center. Pull to exit positive to exit the figure. If done right, the exit should be past center to avoid a long line to figure 3.

3. Immelman. Half inside loop with a half roll at the top. Practice this figure so that the half roll eats enough energy to slow you down for the next figure.

4. 1¼ spin. This is a straight forward spin with a cross-box exit. It is pilot's discretion whether you exit inbound or outbound. Your initial line may dictate which direction you have to fly. It looks best at center.

5. Push Top Humpty Bump. Pull vertical and perform a 2 of 4 point roll in the center of that line. Push the top, which should take you back towards your flight line. Perform a 1/4 roll on the center of the line and then pull to exit upright.

6. Vertical Up Line. There is no reason to drive to the end of the box before pulling to vertical. The biggest reason not to make a long drive, is the long negative line from figure 6 to figure 7. After drawing a line from figure 5, pull to vertical without going to the end of the box, perform a full roll on the center of the vertical line. Pull to exit inverted. With practice, get the Immelman as tight as you are flying the vertical up line.

7. Split "S". From inverted, perform a two point roll, then immediately a half inside loop. The following figure is a full loop, which, while wide, ends at the same point you started from. Don't wait too long to start the point roll. The half inside loop only has to be as far to the side to permit a line back to center to start the loop.

8. Loop with roll at top. Loops always score better when flown at center. There should be as much of the loop leading up to your roll as there is leaving it. The roll must be centered, but there are no criteria for how much of the loop it makes up. Exit at the same point at the center of the box to level flight.

9. 45 Degree Up line with 2 of 4. From upright, pull 135 degrees to a negative 45 degree line back towards center. Perform a 2 of 4 point roll on the center of that 45 degree line. Push to level to exit. Sometimes its easier if your caller refers to the initial pull as a "hard" pull back to a 45, rather than pull 135 degrees. It's easier to conceptualize a "hard" 45 than a 135, but you need to work that out with your caller.

10. Inverted Figure 9. Enter this figure with a straight, level line. Perform a half roll and immediately perform a 3/4 inside loop. The loop portion ends with a vertical up line. Perform a 3/4 roll at the center of the up line, then push to exit level and cross-box. With practice, you will see that fig. 9 does not require that it be flown tall. That will keep your 3/4 loop smaller so that you do not have to reach the stratosphere before pushing to the exit. The direction you perform the 3/4 roll will dictate which direction you exit. It is the pilot's discretion which direction you exit. Out it is recommended that you exit out bound, rather than in the direction of the judges and yourself.