Type the instruction in the space below:

Amend the various sub-paragraphs in 5B.13. as shown below:

An avalanche is entered in a ~~slight~~ **minor** climb, the flight path turns **half of** 15 degrees to one side after the snap and a wing is **half of** 15 degrees low during the exit. 10 – ~~1~~ **0.5** – ~~1~~ **0.5** – **0.5** = ~~7~~ **8.5** points. **Or, an avalanche is entered in a ~~slight~~ minor climb, the flight path turns 15 degrees to one side after the snap and a wing is 15 degrees low during the exit. 10 – 0.5 – 1 – 1 = 7.5 points.**

Consecutive four 1⁄4 rolls are started late and end up ~~slight~~ly **minor** off-centre and there is no stop/line between the second 1⁄4 roll and the third 1⁄4 roll. 10 – ~~2~~ **0.5** – 6 (1 point per 15 degrees) = ~~2~~ **3.5** points.

Consecutive eight 1⁄8 rolls are started late and end up ~~slight~~ly **minor** off-centre, and there is no stop/line between the first 1⁄8 roll and the second 1⁄8 roll. 10 – ~~2~~ **0.5** – 3 = ~~5~~ **6.5** points.

An Immelmann turn is not well-rounded, the half roll is started before the model aircraft reaches the top of the loop, with the wing 15 degrees low and the flight path of the model aircraft 20 degrees off heading. 10 – 1 – ~~2~~ **1** – 1 – 2 = ~~4~~ **5** points.

A snap-roll on a 45 degree downline appears to be nothing more than an axial roll with a wiggle of the tail of the model aircraft. All other components are perfect. 10 – 6 = 4 points.

During a humpty-bump, a snap roll on a vertical downline appears to be a barrel roll, and the exit radius is noticeably smaller in radius than the other two part-loops. 10 – 6 – 1 = 3 points.

A square loop with half rolls has the first leg climbing 100 degrees. The model aircraft gallops in elevation across the top, stops the vertical downward half roll 15 degrees too early, is corrected, and the last half roll ends up 10 degrees to one side of the centre-line. 10 – ~~1~~ **0.5** – 2 – 1 – ~~1~~ **0.5** = ~~5~~ **6** points.

On a top hat with 1⁄4 rolls, the model aircraft is accidentally rolled in the wrong direction and the horizontal flight is performed upright instead of inverted. 10 – 10 = 0 points.

In the middle of a double Immelmann, which may be manoeuvre number 12, a competitor experiences an engine cut and the manoeuvre is not completed. 10 – 10 = 0 points. The rest of the manoeuvres are also awarded zero points.

An otherwise flawless two-turn spin is about 45 degrees off-centre. This must be considered as a severe misplacement. 10 – 4 = 6 points.

During a stall turn in dead-calm conditions, the flight path of the model aircraft is exactly vertical, but the model aircraft is “skidded” 15% in the upline to ensure a turn. The model aircraft shows a pendulum movement after the stall turn, and the half roll in the downline is performed directly before the part-loop exit. 10 – 1 – 1 – 3 = 5 points.

A loop with an integrated roll on top has the roll performed rapidly with no attempt by the pilot to integrate the roll with the top 90 degree quadrant of the loop. 10 – 6 = 4 points.

A half reverse Cuban eight is started too late, and the pilot squeezes the manoeuvre together by flying a 60 degree upline and making no line after the half roll. The manoeuvre still gets about halfway (50%) out of the zone. 10 – ~~1~~ **2** – 3 – 5 (misplacement, going out of the zone) = ~~1~~ **0** point**s**.

During an inverted spin entered flawlessly, the model aircraft unstalls and makes the final 90 degree of rotation as a vertical axial roll. 10 – 6 = 4 points.

A pilot flies flawlessly consecutive eight 1⁄8 rolls. 10 – 0 = 10 points. You will not see too many of these in a competition but a manoeuvre should be awarded a 10 if there are no detectable flaws that would otherwise downgrade it to a ~~9~~. **9.5**

A pilot performs a near-perfect split-S, and the only flaw is a ~~very~~ ~~slight~~, ~~barely visible~~ **minor** low wing on exit. 10 – ~~0~~ **0.5**= ~~10~~ **9.5** points. In some cases, an error may be so ~~slight~~ **minor and barely visible** that a judge may want to consider giving a score of 10, rather than wait for the perfect manoeuvre to arrive.

A pilot performs a manoeuvre other than that stated on the score sheet. 10 – 10 = 0 points.

After this incident, the pilot performs the rest of the manoeuvres out of sequence, and no manoeuvres correspond to the manoeuvres stated on the score sheet, in the order in which they are listed. All manoeuvres affected in this way score 0 points.

During a figure M, the model aircraft disappears from view behind a low cloud, **or produces sun reflections** ~~in the sun, which is directly in the background~~, so that only one stall turn is visible. Every judge scores N/O. The competitor will be awarded a reflight with the entire schedule being judged, but only the mark for the affected manoeuvre used to complete the tabulation.

During an avalanche, a judge fails to notice the snap-roll at the top of the manoeuvre. Score = N/O. The score tabulators will enter the numerical average of the other judges' scores, rounded to the nearest whole number.

After the last flying manoeuvre in a preliminary schedule, an official calls "time". The competitor lands his aircraft after expiry of the time limit. No penalty.

Reason: Consequence of rule 5.1.8 b)