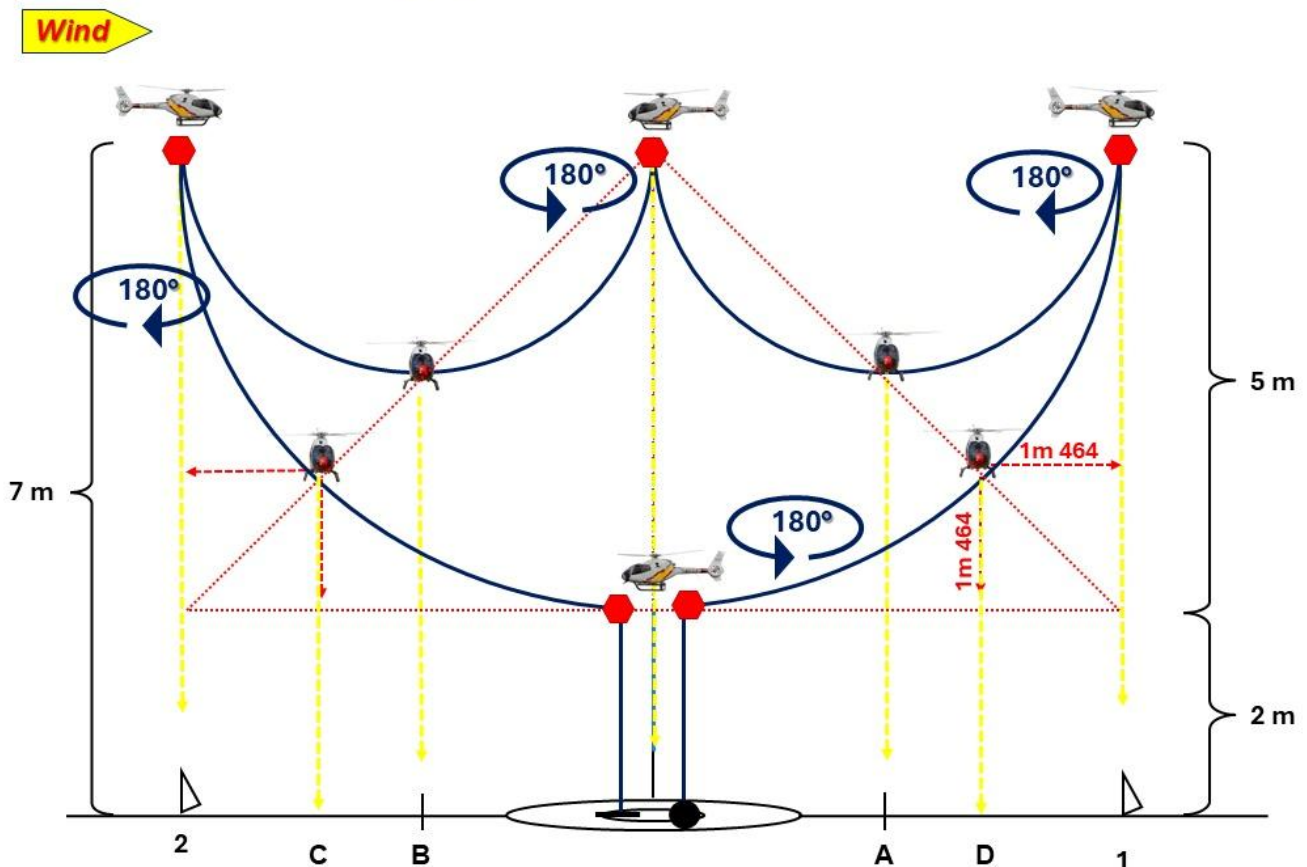


SF1_Tulip with ½ Pirouettes (UU)



Presentation created by Eladi LOZANO and LACÔME Roger

SF1 : Tulip with 1/2 Pirouettes (UU)

K Factor = 1.5

MA climbs vertically 2 m from the helipad and hovers for at least two seconds, ascends backwards in a downward curved quarter circle with a radius of 5 m while simultaneously performing a 180° nose-to-pilot pirouette until it reaches the flag 1 (2) at a height of 7 m then hovers for at least 2 seconds. MA descends backwards in a downward arcing semi-circle of 2.5 m radius while simultaneously performing a 180° nose-to-pilot pirouette until it reaches the centreline at a height of 7 m then hovers for at least 2 seconds. MA then descends forward in a downward arcing semi-circle of 2.5 m radius while simultaneously performing a 180° nose-to-pilot pirouette until it reaches the flag 2 (1) at a height of 7 m then hovers for at least 2 seconds. MA then descends forward in a downward curved quarter circle with a radius of 5 m while simultaneously performing a 180° nose-to-pilot pirouette then stops over the helipad at 2 m for 2 seconds, descends and lands into the helipad.

All phases of flight in this figure are highly selective.

Comments on the following pages :

First phase of flight : The quarter loop with 180° rotation with the nose towards the judges' line.

As with P1 : Pie, this first manoeuvre is very important because the objective is to always have 10 points at the end of the quarter circle in order to psychologically mark the minds of the judges, except that this one is more selective than for the 45° ascent of P1.

For this phase of the flight, the coach must position himself on the judges' line a good meter (1m036) to the right of the location of judge 4.

- That the curve is regular during the descent, with no vertical downward section at the start.
- When the helicopter has completed a 90° rotation, it must be at the level of marker (C). and at the correct height (approximately 3.54m) or one meter to the right of marker **(A)**. **It must not be vertically aligned with marker (A)** under any circumstances, otherwise a penalty of 1 point will be incurred.
- That the synchronisation, translation speed and rotation speed are regular.
- Important detail, the rotation must stop at the same time as the ascent stops so that there is no ascent without rotation or vice versa, **and at 7m.**

2nd phase of flight : Half circle with 180° rotation, nose towards the judges' line.

- The coach should position himself at judge 4's location to verify that when the helicopter has performed a 90° rotation, it is vertically above intermediate marker **(A)** by having a constant radius and not smaller in the lower part, the helicopter must be at 4.50 m.
- By positioning himself next to flag 2 from time to time, the coach must check that the helicopter does not approach the judges' line (change of flight plan). Points are very often lost because of this.

Otherwise, exactly the same comments as for the quarter circle :

- A curve regular, no vertical line at the beginning or end.
- Good synchronisation between translation speed and rotation rate.

3rd phase of flight : The second half-circle with a 180° rotation, nose towards the judges' line.

- Same comments as before with the coach in the position of judge 2.

4th phase of flight : The second quarter circle with a 180° rotation.

- Same comments as during the first quarter circle but respecting the passage point **(D)** to the left of the intermediate marker **(B)**.

Summary of the main key points :

- Synchronisation of the rotational speed with the translational speed.
- During quarter circles/semicircles, there are no vertical trajectories at the beginning or end.
- A constant radius when executing semicircles with a radius of 2.5m (not flattened in the lower part).

Thank you for your interest.