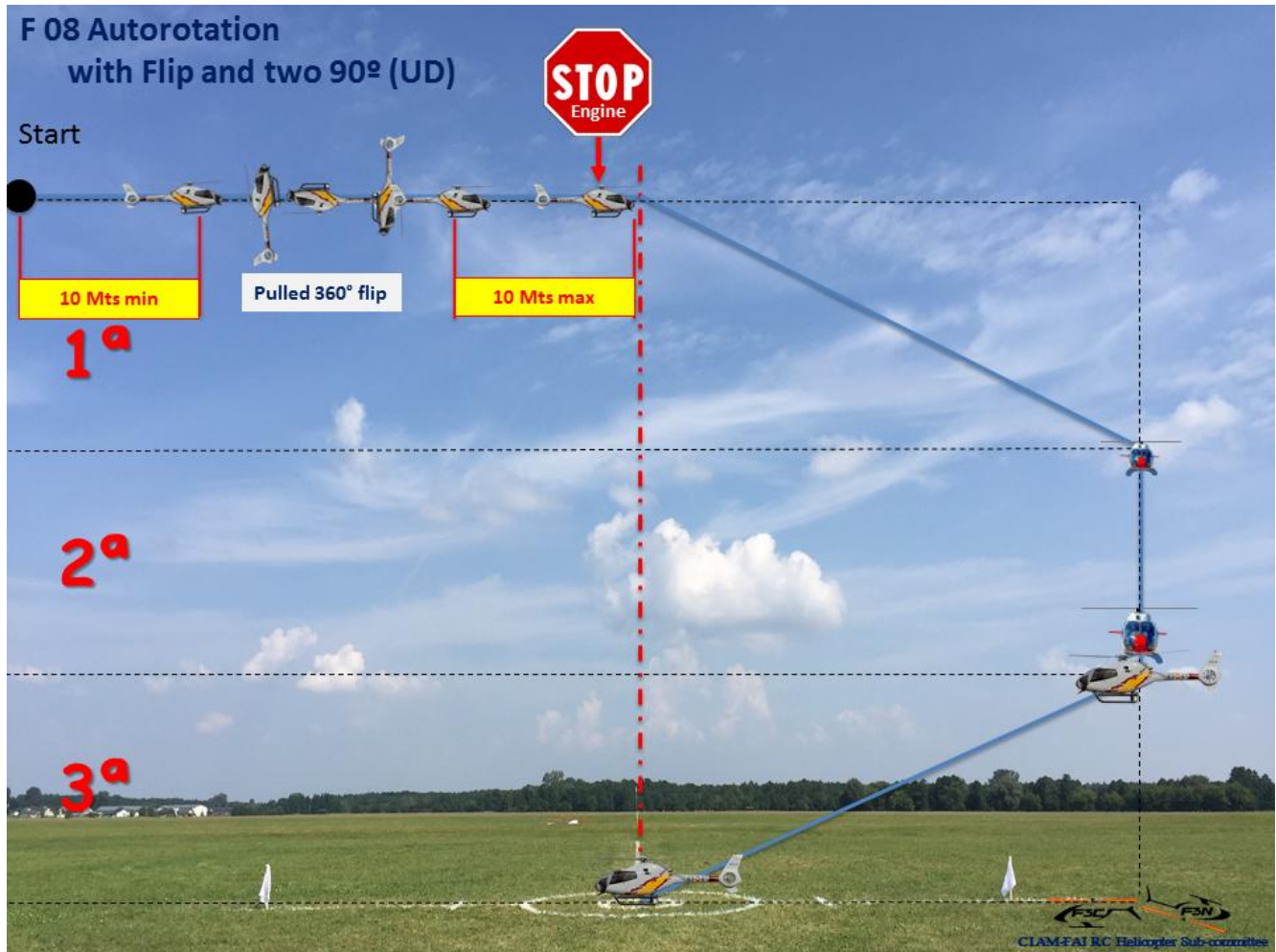


SF8: Autorotation with flip and two 90° turns (DU)



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Description presented differently and no unofficial.

SF8: Landing with flip and autorotation flight with two 90° turns (DU) K Factor = None
Specificities:

- The rate of descent must be steady until landing.
- First and third branches must be parallel to the judges' line and of the same length.
- Part of the second branch, of the second turn and the beginning of the third branch may be flown outside the 60° flight window.
- The second branch should be parallel to the centre line.

Description:

- In a **horizontal** trajectory at a minimum altitude of 20m, MA flies for a minimum of 10m then performs a pulled 360° flip followed by a flight of a maximum of 10 m and cuts the engine (or at idle) before the centre line during this flight.
- As soon as MA crosses the centre line, it immediately performs a descent with two 90° turns to land against on the helipad.

Penalties specific to this manoeuvre:

If the last branch is not parallel to the judges' line, this will result in a downgrade from 1 to 3 points.

If the engine is not switched off (or at idle) before the MA crosses the centre line for the first time, the score will be 0 (zero) for this manoeuvre.

Comments:

Note that after the "start" the straight line can be more than 10m, while the one after the flip **must be a maximum of 10m**.

The second branch must be parallel to the centre line.

Very important; the trajectory of the last branch must be in line with the axis of the F2/F1 flags.

As with every landing after aerobatic manoeuvres, the end of the helicopter's trajectory must not be altered, as the penalty is 2 points from the planned landing point.

Thanks for your interest