

## The Steep Turn

To start on how to judge the figure, let's first look at the Official Judging Rules from the **FAI/CIVA Sporting Code Section 6 Part 1 – Powered Aircraft**

### **B.9.2. Family 2.1.1, 2.2.1, 2.3.1, 2.4.1 - Turns**

B.9.2.1. Competition turns (Figure 15) are not to be confused with standard coordinated turns. In aerobatic competition, a turn is divided into three parts:

- a) establishing the bank using a roll on heading;
- b) the turn itself; and
- c) a roll back to straight and level flight on heading.

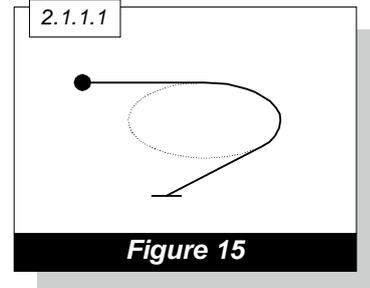
B.9.2.2. First, the roll to establish the bank. This must be a roll of between 60 and 90 degrees, it must be performed on the entry heading, and the aircraft must maintain a constant horizontal line.

B.9.2.3. Once the roll is completed and the angle of bank is established, the competitor immediately performs the turn. The turn must maintain the established angle of bank throughout. The aircraft must also maintain horizontal flight. The rate of turn is constant throughout and is NOT wind corrected. **Therefore, in wind, a 360 degree turn will not appear as a perfect circle.**

B.9.2.4. As soon as the aircraft is on the exit heading, **the competitor performs another roll at a rate equal to the entry roll.** Again the aircraft must maintain a constant horizontal line.

B.9.2.5. Downgrades:

- a) The angle of bank established by the initial rolling manoeuvre must be at least 60 degrees. Anything less is a one (1) point deduction for every five (5) degrees.
- b) The angle of bank, once established, must remain constant. Any deviation is a one (1) point deduction for every five (5) degrees of deviation.
- c) The rate of roll must be the same for the entry and exit rolls of this figure. Any deviation is a one (1) point deduction.
- d) The aircraft must maintain a constant altitude throughout the figure. Any variation would be either one (1) point for every five (5) degrees of change or 1 point for every 100 feet.
- e) The rate of turn must remain constant. Any change would be not more than a one (1) point deduction for each change. Note that the rate of turn may appear to change in a strong wind, when it really isn't changing. The Judge must always keep the wind in mind and give the pilot the benefit of the doubt if there is any question.
- f) The aircraft must begin and end on the prescribed heading. Any deviation is a one (1) point deduction for every five (5) degrees of deviation.



## The Steep Turn

From CIVA Judging Seminar -



# Turns

- **This is NOT a 'PPL' turn- think more of a "jerky marionette"**

### Types:

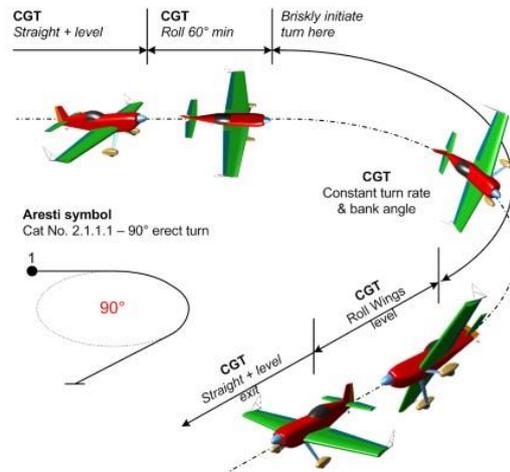
Turns can be either erect or inverted  
Amounts are  $90^\circ$ ,  $180^\circ$ ,  $270^\circ$  and  $360^\circ$

### Actions:

1. Roll to at least  $60^\circ$  of bank (gliders exactly  $60^\circ$ )
2. Turn at a constant rate through the required angle
3. Maintain turn rate and altitude
4. Stop exactly on heading, then
5. Roll back to wings level

### Not judged:

The shape of the turn (no wind correction)  
The size of the turn



Happy judging, be critical and fair.

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