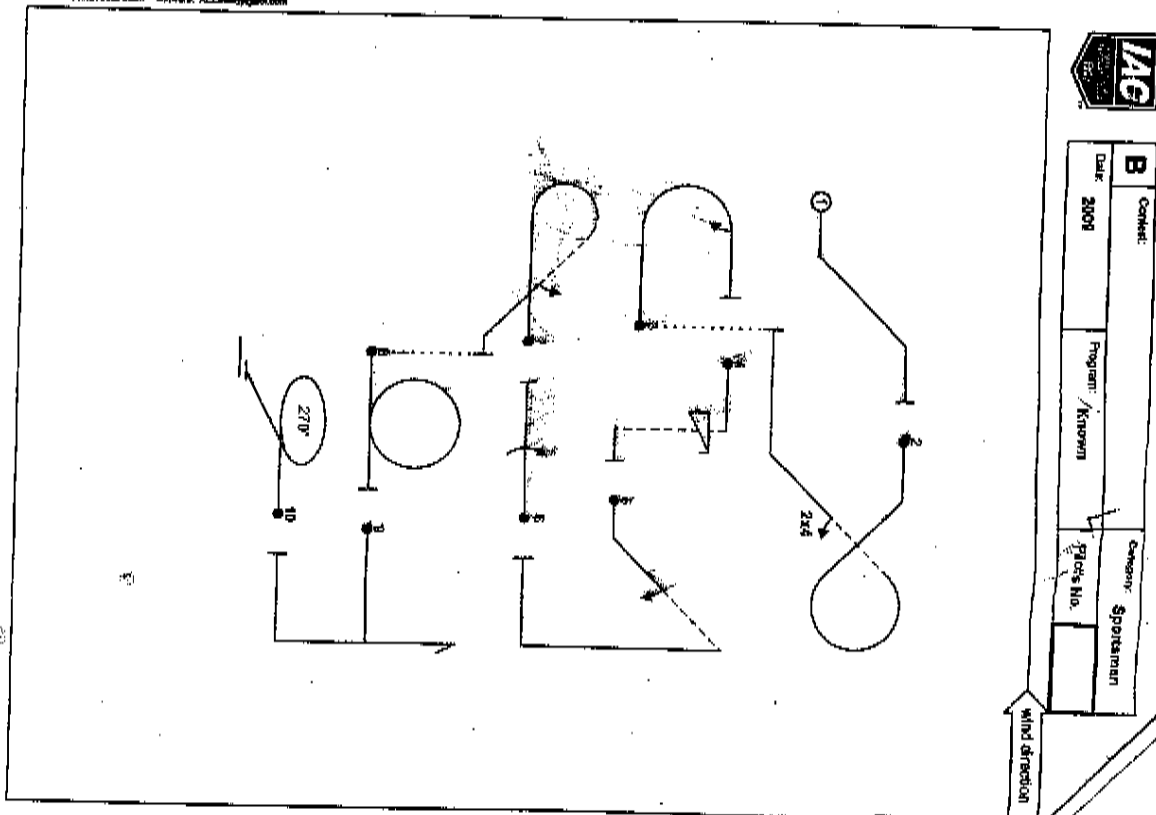


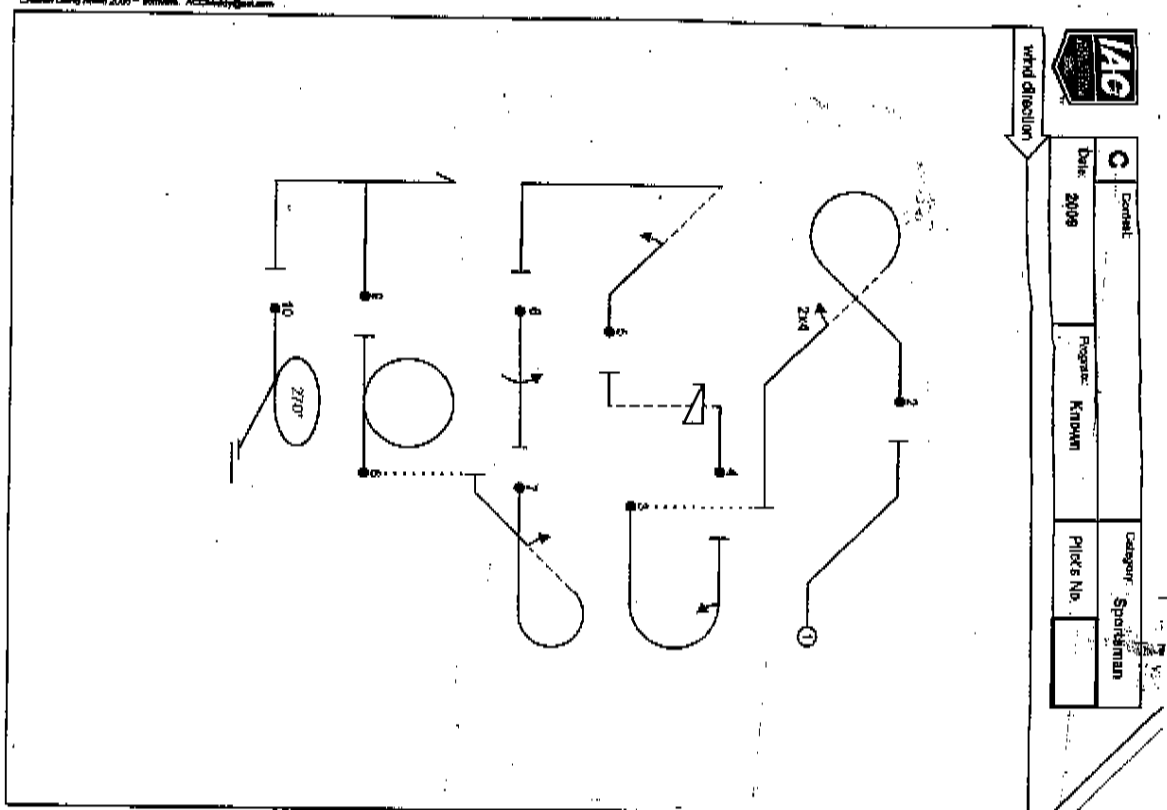
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A/C:

INTERNATIONAL AEROBATIC CLUB SCORESHEET									
A	Contest:				Date:	Category:	Programme:	pilot's number	
					2009	Sportsman	Known		
No	Symbol	Catalogue No.	K	Total K	Grade	Remarks	Item	K	Score
1		1.2.1	7	7		150° ANGLE CLIMB	Presentation	6	
2		7.21.3 9.4.4.2	14 5	19		1/2 CUBAN 8 WITH HESITATION ROLL	FIGURE TOTAL K =		125
3		7.2.1 9.1.3.2	6 4	10		IMMELMAN TURN	INCLUDING PRESENTATION =		131
4		1.6.3 9.11.1.4	10 5	15		ONE TURN SPIN	Aircraft Type:		
5		1.14.1 9.1.2.2	12 6	18		450 DEGREE ANGLE WITH ROLL TO INVERTED VERTICAL DIVE	FREE PROGRAM CHECKED BY: <div style="display: flex; justify-content: space-between;"> <div>Signature:</div> <div>Date:</div> </div> <div style="display: flex; justify-content: space-between;"> <div>IAC No.</div> </div>		
6		1.1.1 9.1.3.4	2 8	10		SLOW ROLL			
7		8.42.1 9.1.4.2	10 4	14		1/2 CUBAN 8			
8		7.5.1	10	10		LOOP			
9		5.1.1	17	17		HAMMERHEAD	Judge Name Number		
10		2.1.3	5	5		270° COMPETITION TURN	 pilot		

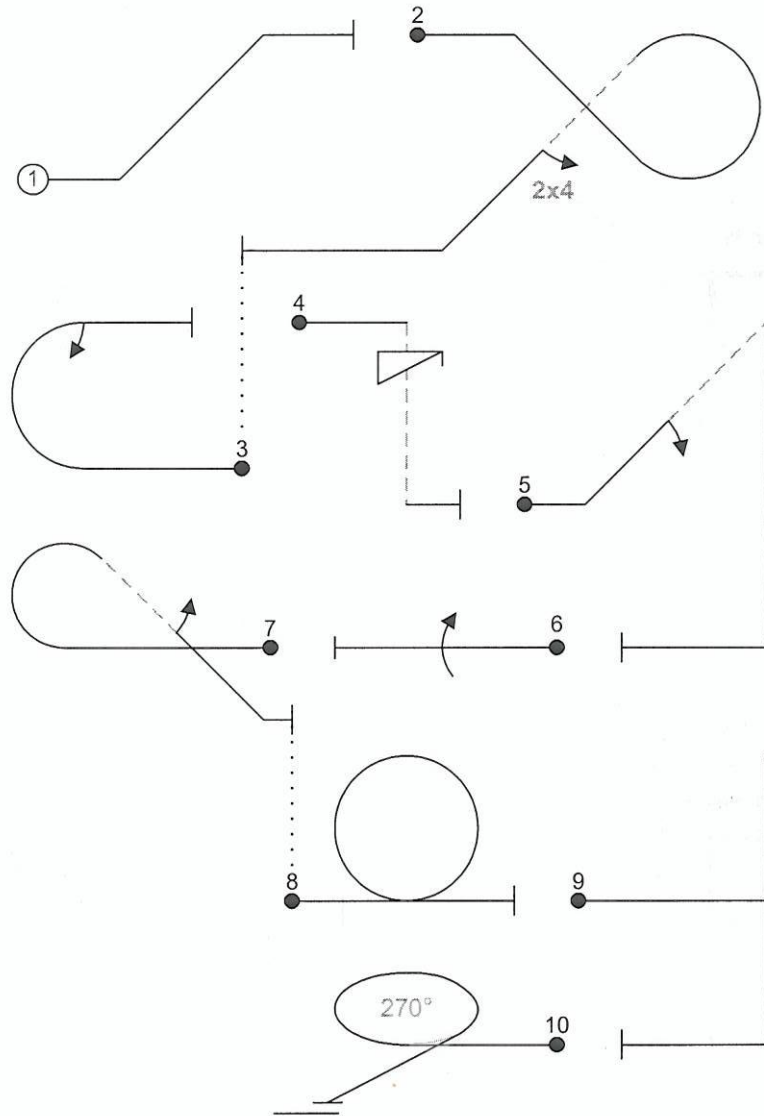
MARKS IN BLUE S.F.



B	Contest:		Category: Sportsman
	Date: 2009	Program: Known	Pilot's No. <input type="text"/>

wind direction

Pilot:



A/C:

(signature/date)

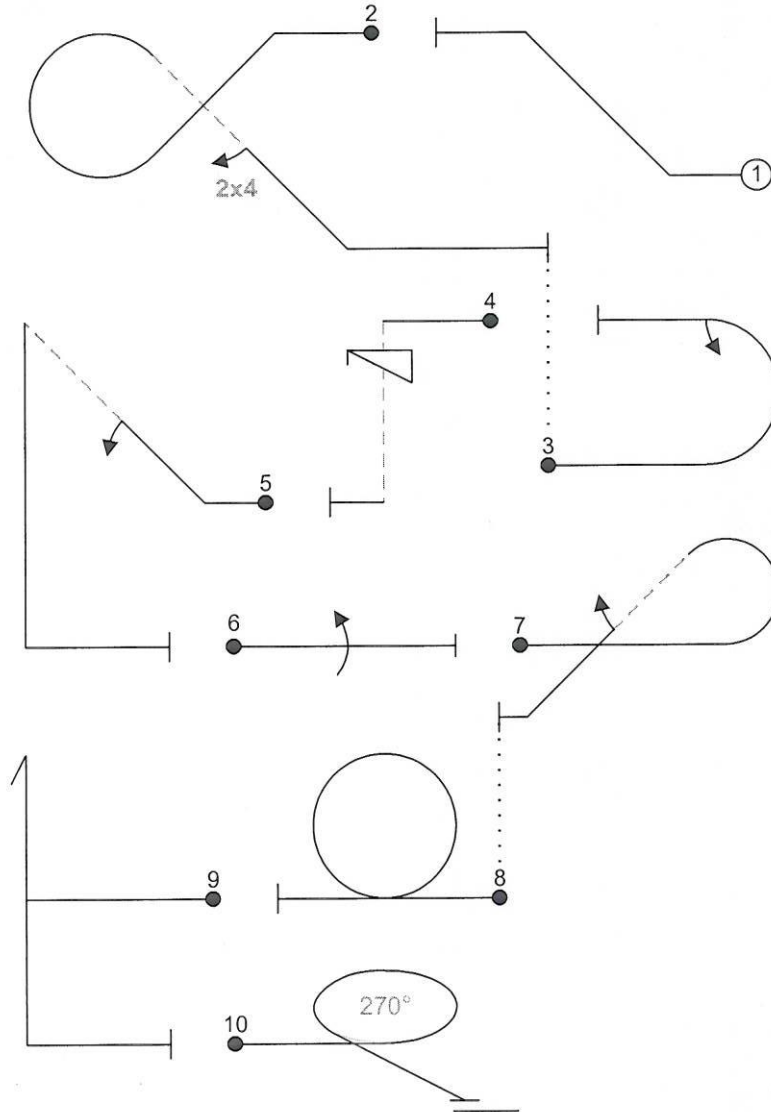
FREE PROGRAM CHECK BY:



C	Contest:	Category: Sportsman	
	Date: 2009	Program: Known	Pilot's No.

wind direction

Pilot:



A/C:

(signature/date)

FREE PROGRAM CHECK BY:

From: Scott.Fohrman
Sent: Monday, March 01, 2010 11:29 AM
To: Keliher Zoe
Subject: RE: Yak POH

Hi Zoe

This is what is known as a "known sequence" for an International Aerobatic Club contest at the sportsman level (basically a beginners skill level - the only level below this is primary). This is originally a three page document, page one explains the scoring, page 2 and 3 show the maneuvers and the order they are to be performed based on the prevailing wind direction. The pilot had pages 2 and 3 on his kneeboard, which is what one would normally fly with, I have copied page one for you and attached it below. In the remarks column, I put the name of each maneuver in blue ink.

By way of a narrative, this is what that sequence is calling out.

1. A 45 degree angle climb. This is normally performed for maximum altitude gain, so is normally exited near the stall speed of the aircraft.
2. A push over to a 45 degree descent for airspeed, then at approximately the loop entry speed the aircraft would be do a 1/2 cuban 8. This is basically 3/4 of a loop, with the aircraft being rolled from inverted to level on the 45 degree downline. The roll from inverted to level here is specified as a 2 of 4, so it would be a hesitation roll stopping at the wings vertical position.
3. This is an Immelman turn. This is a 1/2 loop, stopping at the top, with the aircraft rolled to level flight.
4. This is a one turn upright spin with the aircraft exiting on a vertical downline.
5. This is a 45 degree angle climb, with a roll to inverted approximately 1/2 way up. The climb is then normally continued until the aircraft slows and then is pitched over into a vertical descent and then recovered to level flight with a positive g pull.
6. This is a Slow roll. Slow not being slow in the rate sense, but one where the aircraft is loaded momentarily in the negative g direction to maintain the flight path. (this is as opposed to a ballistic roll which is positive g all the time)
7. Another 1/2 cuban eight as in #2.
8. Loop
9. Hammerhead turn
10. 270 degree competition turn, basically as 3 or 4 g turn in the Yak.

While he had this on his knee board, it is not unusual to deviate from it to practice, sometimes flying just a couple an maneuvers at a time to work on them, so this may not give his exact intentions or flight path.