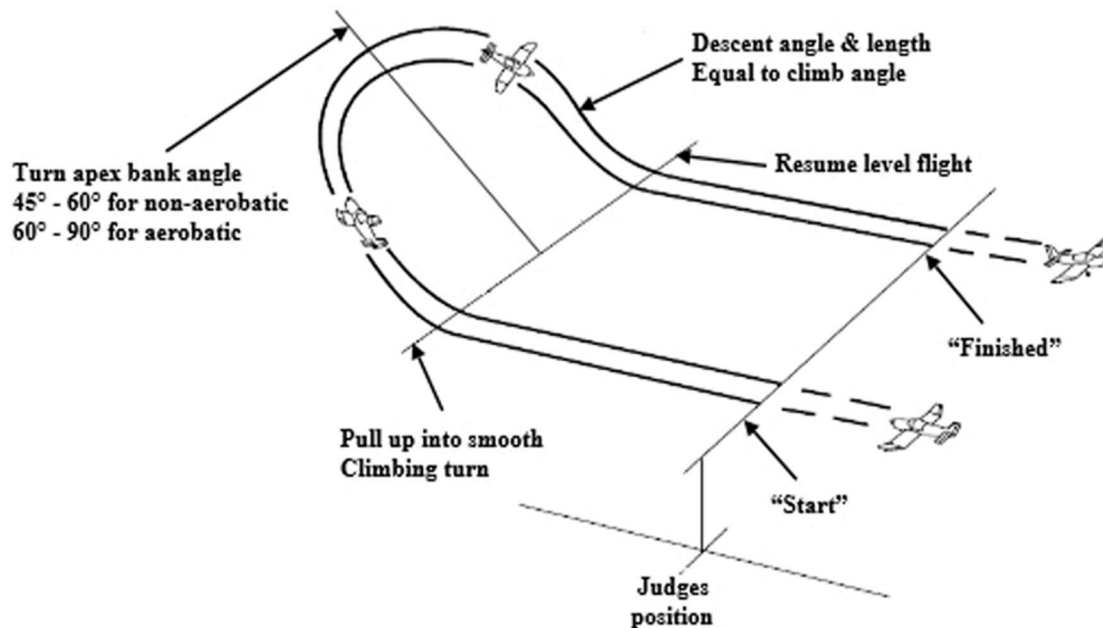


### 1.3.7. -Wingover

This maneuver will vary depending on the performance level of the aircraft. The model approaches straight and level, parallel to the flight line. The maneuver starts when crossing the judge's position. The model then pulls up into a smooth climbing turn, using rudder, away from the judges. The bank angle at the peak of the turn (90 deg. to the entry track) should be between 45 and 60 deg. for a non-aerobatic

aircraft. An aerobatic aircraft should be at 60 to 90 deg. The height gain should be appropriate for the aircraft modeled. The turn continues while descending to the entry-level altitude. Throttle should be reduced through the descent. The maneuver completes with the exit path at the same altitude and parallel to the entry, finishing opposite the judges position. Split-S (Reversal)



**Errors:**

- Model not level at start.
- Model rolls left or right during pull up.
- Model tucks under a wing during 180 degrees turn.
- Throttle not closed during dive. Return path not parallel to entry.
- Recovery not at same altitude as entry.
- Model does not fly straight and level to complete the maneuver.