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## How to fly the Vintage (or Taster) Stunt Schedule

This guide is written for the full Vintage Stunt schedule, however with the appropriate adjustments to the number of manoeuvres required to be flown, it will also be suitable for those flying Taster Stunt Basic and Intermediate level.

The schedule starts with TAKE-OFF WITHIN ONE MINUTE. The one minute begins when the contestant signals readiness to start and a total of three minutes is allowed to get the model into the air from the time the handle is placed in the centre of the circle. IC engines must be started by the contestant and the use of a starter is allowed. An attempt may be called if the engine is not started within one minute in order to retain starting points and an attempt will be automatic if not airborne within three minutes. Make sure that the model is fuelled and the engine primed ready to go before entering the circle, also make allowance for the time to warm up the engine within the three minutes if using a diesel.

TAKE-OFF. No roll distance is stipulated but ensure some roll-out before lifting off and rising smoothly to level flight within one lap. Hand launch is permitted for models without U/C and similarly must rise smoothly to level flight. Try not to leap straight into the air, or have switch-back transition from hand launch.

LEVEL FLIGHT. Level flight of between $5 \mathrm{ft}(1.50 \mathrm{~m})$ and $7 \mathrm{ft}(2.10 \mathrm{~m})$ should be reached by the end of the take-off lap and then maintained for a further two laps. No signal from the pilot is required as the take- off lap and level flight laps run into each other, a total of three laps. (Between $5 \mathrm{ft}(1.50 \mathrm{~m})$ and $7 \mathrm{ft}(2.10 \mathrm{~m})$ normal level flight height will also set the bottom levels of all subsequent manoeuvres with the exception of the overhead eights). The flight becomes official when the contestant signals the next manoeuvre after level flight and can be aborted and become an attempt if this is not done. A minimum of two laps normal level flight must separate each subsequent manoeuvre and hand signals must be clearly given for at least half a lap. Faults:- not maintaining level flight; height above/below between $5 \mathrm{ft}(1.50 \mathrm{~m})$ and $7 \mathrm{ft}(2.10 \mathrm{~m})$.

VERTICAL CLIMB. This requires a precise turn into a vertical climb from normal level flight (almost as though starting a square loop) the model climbing vertically for a minimum distance of fifteen feet $(4.6 \mathrm{~m})$. The model then makes a precise return to a horizontal attitude BEFORE reaching a point directly over the pilot after which it makes a smooth return to normal level flight. Best started directly down wind as are all subsequent manoeuvres except the Wingover and Overhead Eights. Faults:- imprecise corners; not vertical; vertical distance too short or extended into a wing over.

VERTICAL DIVE. After climbing smoothly to a level below the overhead point the model dives for a minimum distance of fifteen feet ( 4.6 m ) before pulling out into normal level flight. Again, the start and finish corners should be precise, almost square. Faults:- imprecise corners; not vertical; vertical distance too short; pull out too high/low.

WING OVER. This is a single, not reverse, wing over. Starting from normal level flight, directly up wind, the model makes a precise, almost square, turn and climbs vertically passing directly over the pilot, cutting the ground circle in half before pulling out with another precise turn to normal upright level flight. Faults:- imprecise corners; not vertical; pullout too high/low.

FIVE CONSECUTIVE INSIDE LOOPS. The inside loops are entered and exited from normal level flight. The line line angle at the top must be 60 degrees and all loops should be circular and superimposed. The exit is to normal level flight. Try to keep consistent top and bottom heights and avoid the loops 'walking' around the circle ruining the superimposition. Faults:- tops higher/lower than 60 degrees; bottoms higher/lower than between $5 \mathrm{ft}(1.50 \mathrm{~m})$ and 7 ft ( 2.10 m ); not circular; not superimposed; wandering.

FIVE CONSECUTIVE OUTSIDE LOOPS. The outside loops may be entered downwards from a 60 degree line angle or upwards to the 60 degree line angle from inverted flight after a 'flip- over'. The former keeps the flight pattern flowing better, but in very windy conditions the inverted 'flipover' may be easier. Otherwise the shape, line angle/bottom height requirements and faults are the same as inside loops'.

TWO LAPS INVERTED FLIGHT. This manoeuvre is commenced with an inside or outside 'flipover' from normal level flight. The two scored inverted laps at normal level flight of between 5 ft $(1.50 \mathrm{~m})$ and $7 \mathrm{ft}(2.10 \mathrm{~m})$ begin at the end of the 'flip-over' and finish exactly two laps later with recovery being part of an outside loop. Both entry and exit are marked as part of the whole manoeuvre so keep them smooth. Note the requirement for EXACTLY two laps inverted. It is easy to start and finish the 'flip-overs' at the same point of the circle in which case the actual inverted leg will be less than two laps. Faults:- higher/lower than between 5 ft ( 1.50 m ) and 7 ft ( 2.10 m ); not completing exactly two laps inverted.

THREE HORIZONTAL FIGURE EIGHTS. This manoeuvre is basically a refined 'lazy eight' entered and exited via the inside loop which is to the left of the pilot. The loops of the eight have a top line angle of 60 degrees and the refinement is that each loop must be circular with a vertical intersection and superimposed. It is surprisingly difficult to go to a vertical intersection straight from the first half loop. Faults:- inside/outside loops unequal size; tops higher/lower than 60 degrees; bottoms higher/lower than between $5 \mathrm{ft}(1.50 \mathrm{~m})$ and 7 ft ( 2.10 m ); intersections not vertical; not superimposed.

THREE VERTICAL FIGURE EIGHTS. Essentially a vertical 'lazy eight' entered through the bottom inside half loop followed by an outside loop with a line angle at the top of 90 degrees. The intersections this time are horizontal at 45 degrees line angle, the exit being out of the bottom inside loop into normal level flight. Faults:- top higher/lower than 90 degrees; bottom higher/lower than between $5 \mathrm{ft}(1.50 \mathrm{~m})$ and $7 \mathrm{ft}(2.10 \mathrm{~m})$; intersections not horizontal at 45 degrees; not superimposed.

THREE OVERHEAD EIGHTS. This is the overhead version of the previous eights with the entry and exit at 30 degree line angle at the bottom of the inside loop to the left of the pilot. For a right handed pilot, stand still facing down wind, bring the flying hand round to above the left shoulder to commence and finish the manoeuvre. The intersections must be overhead, superimposed and split the circle in half. Faults:- bottoms of loops higher/lower than 30 degrees; intersections not directly overhead and not superimposed.

ONE SQUARE LOOP. This is the only true square cornered manoeuvre in the schedule. It is quite different to the F2b version in that the horizontal legs cover a quarter lap, more like a square cornered oblong. The corners should have a radius of approximately 5 feet and the top of the loop should be at 60 degrees line angle. Entry and exit is from normal level flight. Faults:- corners not square; not achieving the quarter lap requirement; top higher/lower than 60 degrees; bottom higher/lower than between $5 \mathrm{ft}(1.50 \mathrm{~m})$ and $7 \mathrm{ft}(2.10 \mathrm{~m})$.

ONE THREE LEAF CLOVER. This manoeuvre, like the Climb and Dive, is unique to the Vintage Schedule. It consists of a single horizontal 'lazy eight' stretched over a half lap. At the intersection point the model will be travelling downwards after the outside loop at an angle of approximately 30 degrees. At the point of intersection an inside loop is performed to a line angle of 75 degrees, with the manoeuvre being completed when the intersection point has been passed and the model returns to normal level flight. The inside and outside loops will be tear drop shaped. Faults:- inside/outside loops unequal size; not achieving the half lap requirement; incorrect positioning/height of the intersection loop.

LANDING. When the engine cuts, a smooth transition to glide, a smooth touchdown without bouncing and for models with U/C a smooth roll-out finishing in an upright position. Models without U/C will slide for a short distance and settle in an upright position.

Mick Taylor. January 2018.

Vintage Schedule diagrams:-


