Defect:	Points Deducted:
Positioning - *(Appropriate distance out should be based on visibility of aircraft)*	
Manuever not centred (per 15 degrees)	0.5 - 4
More than 175m out *(visibility is the criteria)*	1
Greater than 200m out	2-3
Outside 60 degree markers, further out is worse (based on % out of box)	1-10
Lines	
Length of lines not graded	None
Manoeuvre doesn't start and end with a horizontal line	1pt per Manuever
Mis-relationship between lines	0.5 pt or More
Rolls not centred on lines *(except Split S and Immelmann)*	0.5 - 2
No line before/after roll *(except Split S and Immelmann)*	3
Loops	
Radius *(track each radius that was just flown to the last radius flown)* All loops or part loops within a manoeuvre must have the same radius	0.5 – 2 or more for each occurance
Segmentation *(Every segmentation must be down graded)*	0.5 pt or More
Departure from vertical plane	0.5 pt or More
Part loops must not be too tight or too loose *(Too tight or too loose must be downgraded)*	0.5 - 1
Turn-arounds are positioning manoeuvres. *(Entry/exit altitude can be different heights)*	None
Rolls	
Variation in roll rate	0.5 pt or More
Slowing down / speeding up at end of roll	1pt per 15 degrees
Start or stop not crisp *(Each occurrence)*	0.5 or more
Not centred on lines *(except Split S and Immelmann)*	0.5 - 2
No line before/after roll *(except Split S and Immelmann)*	3
Change in pause length within point rolls	0.5 or more for each occurrence
Missed or extra point in point roll(s) 1 per 15 degrees	1pt per 15 degrees
Roll or part-roll in wrong direction	0 (Zero)
Roll/Loop Combinations	
For Immelmann & Split S, roll not immediately before/after loop or part loop	0.5 - 2
For Immelmann, roll starts before loop or part loop completed	1pt per 15 degrees
On Cuban 8's or half Cubans, rolls must be centred on lines	0.5-3
Humpty Bumps must have consistent radii in all part loops	0.5-3
Integrated rolls or part rolls not smooth and continuous and correctly integrated	1pt per 15 degrees
Snap Rolls - *(Use same basic judging criteria as axial rolls above)*	
Attitude (positive or negative) at pilot's discretion	None
Stall/break from line of flight not observed and barrel rolls	5+
Axial roll disguised as a snap	5+
Aircraft un-stalls during snap	1pt per 15 degrees

Spins - *(Nose up attitude, nose drops as aircraft stalls. Simultaneously, wing drops in direction of Spin)*	
Gain in altitude prior to spin	1pt per 15 degrees
Severe yawing/weathercocking when near stalled	1pt per 15 degrees
Drift when stalled or near stalled *(not outside aerobatic zone)*	None
No stall, snap rolled, or spiral-dived into spin	0 (Zero)
Slides into spin	1pt per 15 degrees
Forcing spin in opposite direction on initial rotation	5+
Forcing spin from high angle of attack with down or up elevator	4-5
Conditions *(e.g., no wind)* may mean aircraft does not completely stop	None
Rotation errors judged in same manner as rolls	1pt per 15 degrees
Reversal of rotation not immediate *(e.g., becomes un-stalled)*	5+
Roll rate in reversal significant *(slight difference ok)*	1
Unloading spin *(e.g., finishing spin with ailerons)*	1pt per 15 degrees
Specific attitude of aircraft during spin not judged as long as it remains stalled	None
No visible vertical line following rotation(s)	1

Stall Turns	
Pivot up to ½ wingspan	1
Pivot up to 1 wingspan	2-3
Pivot >1½ wingspans	4-5
Pivot >2 wingspans or flops over	0 (Zero)
Torques off	1pt per 15 degrees
Pendulum movement after pivot	1
Skid before reaching stall turn *(early rudder)*	1
Drift when stalled or near stalled *(not outside aerobatic zone)*	None
Part loops on entry/exit not constant and equal radius	0.5-3