



freccce tricolori

MANEUVERS PACKAGE



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Introduction

The aerobatic program regarding ***Frecce Tricolori*** air display is a heritage made by a mixture of historic, iconic and technical maneuvers.

The sequence of singles manoeuvres has not changed since 1961 excepting for some new figures added in respect of Italian aerobatic tradition.

Our team is ready to perform different type of programs in accordance with weather conditions or endurance issues.

1. High show: including vertical and horizontal maneuvers;
2. Low show: no vertical maneuvers;
3. Flat show: horizontal maneuvers only and no separation between the 2 main section (5+4).

The weather limits are:

High Show	4000 feet ceiling and 5 km (3 statute miles) visibility
Low show	2500 feet ceiling and 5 km (3 statute miles) visibility
Flat Show	1500 feet and 3.7 km (2.3 statute miles) visibility

The formation lead is also able to downgrade the program during the flight.

Frecce Tricolori program is build and carried out in compliance with national and NATO regulations (STANAG 3533 /AFSP-5).

APPROVAL

Italian Air Division approval is granted following a successful private acceptance show demonstration at the end of Frecce Tricolori annual spring training (end of April).

FAA/CAD, or designate, will be invited to attend the first practice in the USA/CANADA.



Italian Air Force
313th Aerobatic Training Squadron



Commander

Rivolto, April 30th 2024

MEMORANDUM FOR FAA REPRESENTATIVES

FROM: 313TH AEROBATIC TRAINING SQUADRON

SUBJECT: 2024 FRECCHE TRICOLORI MANEUVER PACKAGE

The Italian Air Force accepts full responsibility for the operation of Frecce Tricolori demonstration maneuvers as described herein.

Lieutenant Colonel Massimiliano Salvatore, Squadron Commander, is the designated representative for the Italian Air Force for the execution of these maneuvers and prioritizes safety over visual appeal and presentation.

Lt.Col. Massimiliano SALVATORE

AIR DISPLAY FLIGHT

Team is composed of 10 Aircrafts, which are mainly divided into 3 sections:

LINEA DAVANTI: 5 A/c Pony1 to Pony5

ROMBETTO: 4 A/c Pony6 to Pony9

SOLO: 1 A/c Pony10

When “Linea Davanti” and “Rombetto” are all together they are referred as Main formation

Pony0 – Lt.Col. Massimiliano Salvatore, *Commander* (on the ground)

Pony1 – Major Pierluigi Raspa, *Team Lead*

Pony2 – Capt. Luca Pozzani, *First Left Wing*

Pony3 – Capt. Leonardo Leo, *First Right Wing*

Pony4 – Capt. Alessandro Sommariva, *Second Left Wing*

Pony5 – Capt. Simone Fanfarillo, *Second Right Wing*

Pony6 – Major Franco Paolo Marocco, *First Slot*

Pony7 – Capt. Emanuele Bernuzzi, *Third Left Wing*

Pony8 – Capt. Giovanni Morello, *Third Right Wing*

Pony9 – Major Oscar Del Do', *Second Slot*

Pony10 – Major Federico De Cecco, *Solo*

Pony11 – Capt. Battistoni, *Pilot on training*

AIRSPACE REQUIREMENTS

Frecce Tricolori request a 5 nautical mile (NM) radius centered on Show Centre with a height of 6000 feet Above Ground Level (AGL). Reduced airspace dimensions may be accepted at the discretion of Team Lead. If reduced restricted airspace dimensions are required, organizers are to contact the team for coordination.

We use 7 markers as designated in the image below (Fig.1)

The markers used to display the Show Line must be discernible flying at an altitude of 300' AGL, distance 2 Nautical Miles.

- One marker at Show Centre (CM), situated on the Show Line, at the center of the Aerobatic Box;
- Two Markers on the Show Line, each 5000 ft either side of the Show Centre marker (LM; RM). (If is not geographically possible to locate each one 5000ft from the Show Centre marker, they need to be at least equidistant). As our Aircraft occasionally maneuver to the rear of the crowd, the Crowd Line shall be no longer than 5,000 ft.
- Corner Left and Corner Right Markers at 500 ft from the left and right edges of the crowd line. These markers must be clearly visible from the highest altitude required by the applicable team.
- 1 Perpendicular Marker (PM1) from Show Centre Marker at 320ft from CAT 1 line;
- 1 Perpendicular Marker (PM2) from Show Centre Marker at 720ft from CAT 1 (on the water PM2 has to be a Boat)

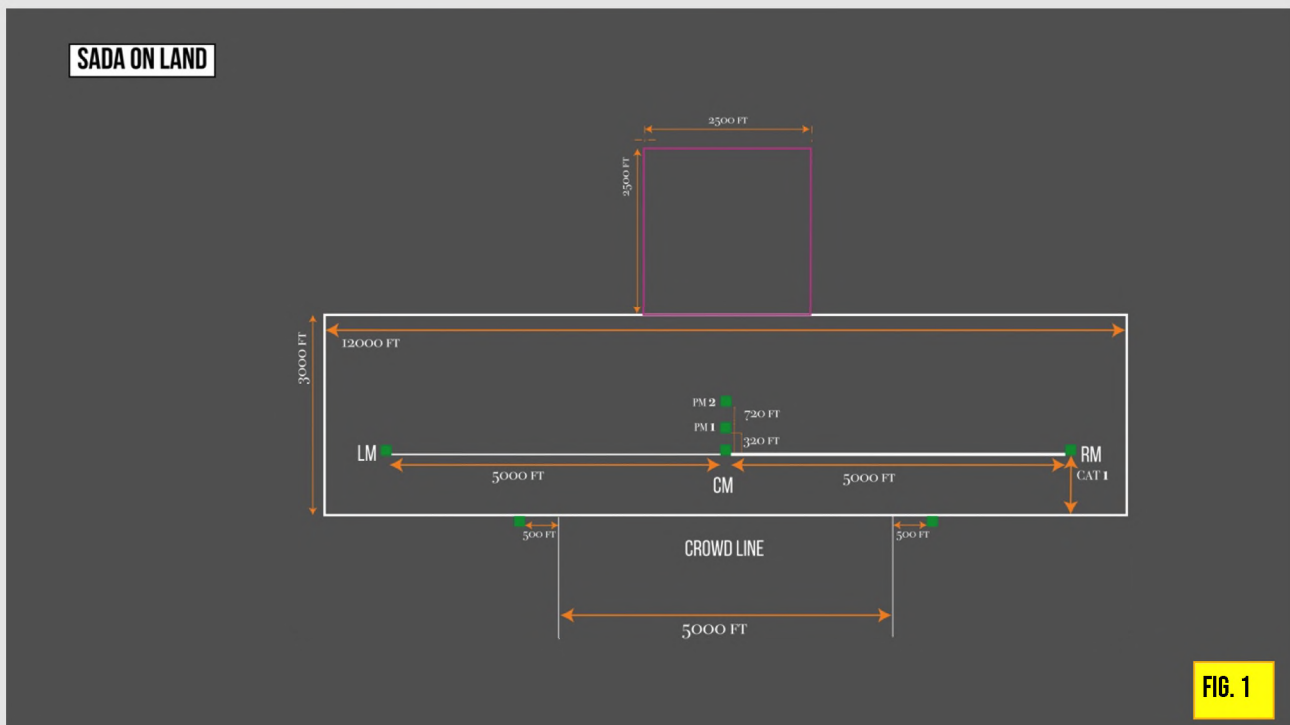
FRECCE TRICOLORI will fly in accordance with CATEGORY 1 show line.

Main formation (9 a/c) aerobatic maneuvering takes place within Aerobatic Box commencing usually no lower than 300'AGL and apexing no higher than 1500'AGL (Flat Show) and 5500'AGL (High Show) respectively.

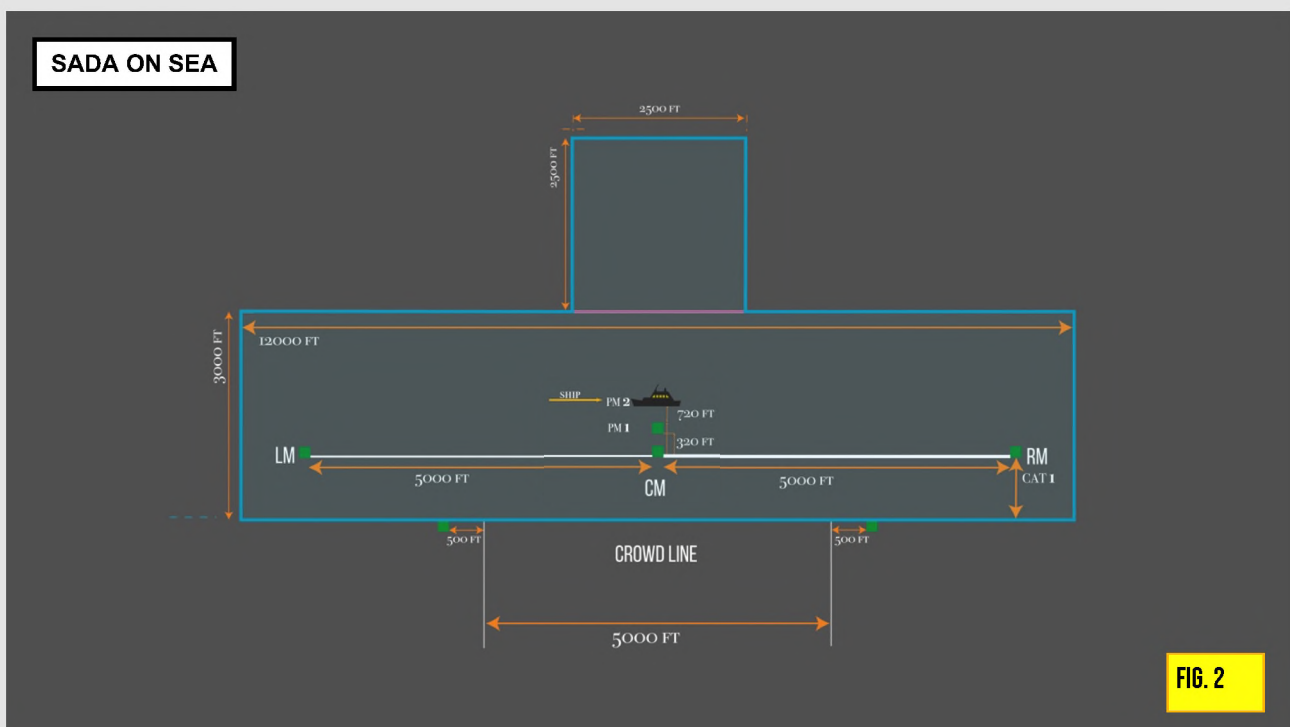
SOLO will fly as low as 150' AGL inside Aerobatic BOX

In order to fly some maneuvers FRECCE TRICOLORI REQUEST a liveside corridor/extension, 2500'wide and 2500' long (as depicted below) to be added to the Aerobatic Box.

On Land (Fig.1), the Sterile Air Display Area (SADA) Frecce Tricolori request is composed mainly by a rectangle 3000 Ft x 12000 Ft moreover where it will be possible, according to Airbosses, an Extension (the purple T in the Fig.1) 2500ft x 2500ft is requested to perform Aerobatic.



When Frecce Tricolori are flying on sea (Fig.2) same area is requested to be evacuated, not to misunderstand other boats and ships with Airshow markers and main Boat (PM2 at 720 Ft from CAT 1) or not to see and be distracted by boats moving underneath.

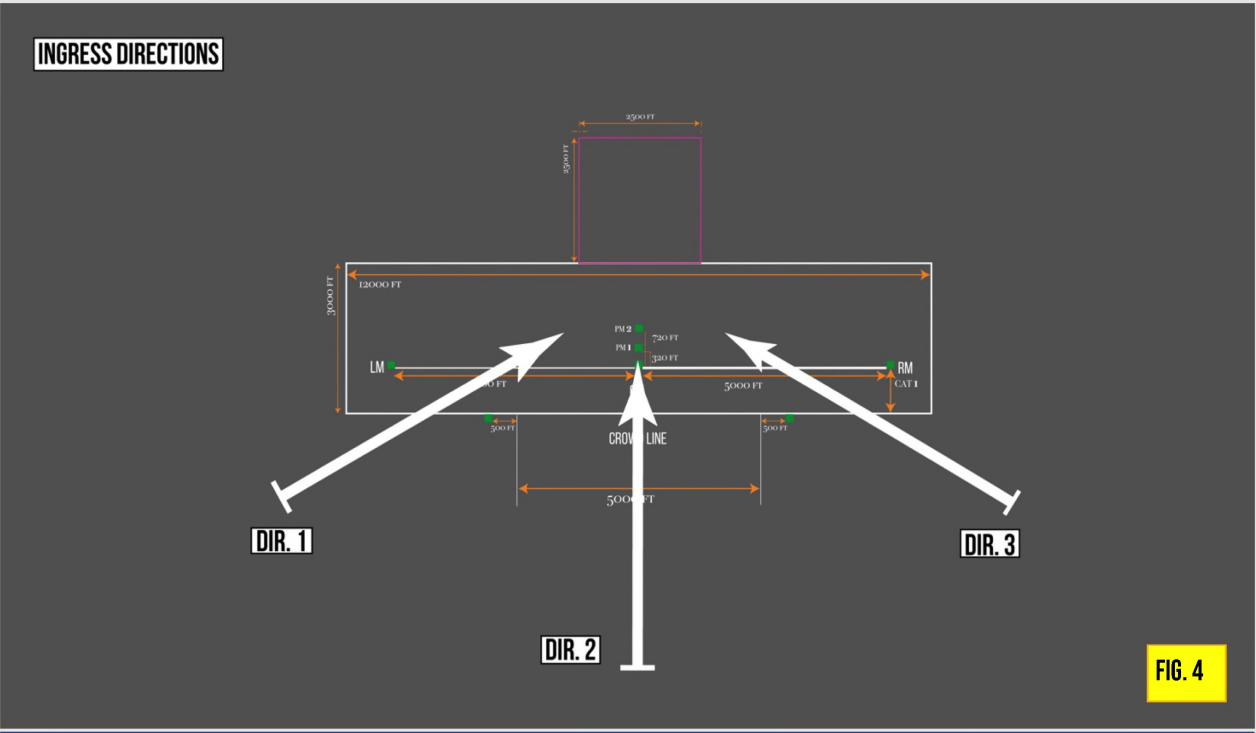
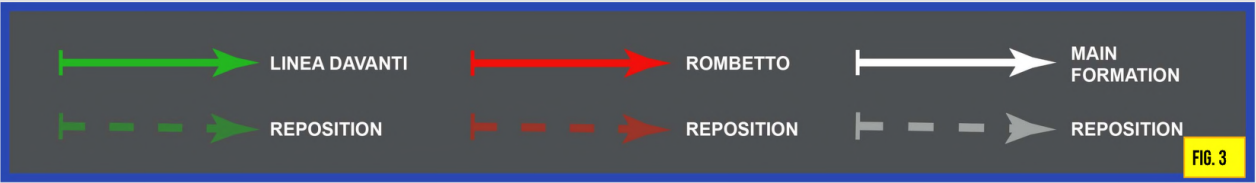


INGRESSING/EGRESSING THE AEROBATIC BOX

If Airshow is over the departure airport the maneuvering sequence will start right after take-off as further explained in the section “Maneuvers Sequence description and Graphics”.

If Airshow is not over the departure airport (Airshow onto another Airport or on the sea) FRECCE TRICOLORI maneuvering will begin with looping in triangle formation (maneuver n. 3) and the ingress can be made from 3 directions as shown in Fig.4 depending on departure airport, weather, orography.

THE PRIMARY ENTRY is Dir.2 (Rear Crowd arrival) Flight over the crowd will be 1000 feet AGL unless a lower altitude is specified in the FAA Letter of Authorization (LOA) for the 2024 Approved Maneuver Package



CONTINGENCY PLAN

Missing Player's position will not be filled, each aircraft will primarily maintain its natural position. As shown below some exceptions are made for first left or right wingman Both for aesthetic (symmetrical formation) and technical reasons (assistance needed) if 1 aircraft has to leave the airshow, another aircraft may also leave. Sequence Maneuvers doesn't change when the formation is flying with less than 10 aircraft.

Missing Player Plan

#1 missing -> Pony 6, 7, 8, 9, 10 will continue

First Wing Missing

2 or 3



4 will fly

5 as first wing

2 will assist 3
and viceversa

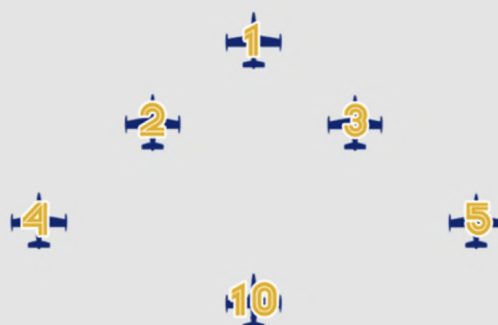
Second wing missing

4 5



5 will assist 4
and viceversa

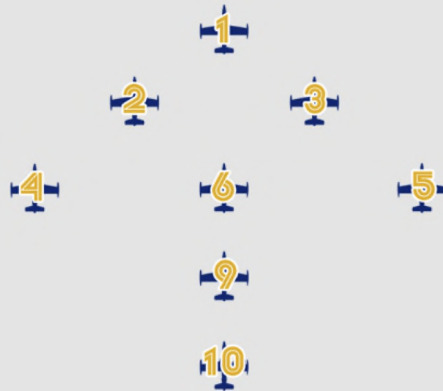
6 Missing



6 7 8 9
are to leave

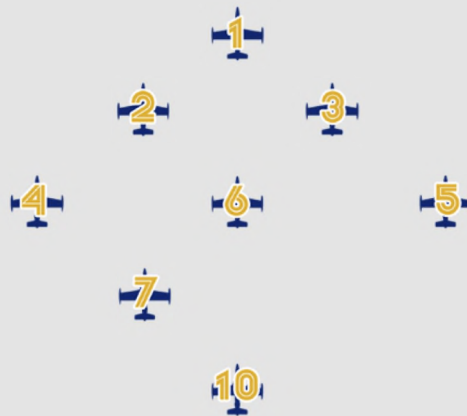
Third Wing Missing

7 8



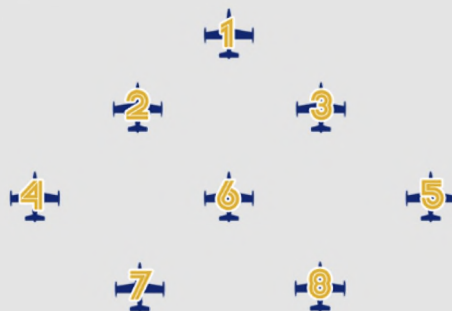
7 will assist 8
and viceversa

9 Missing



8 will assist 9

10 Missing



9 will assist 10

Show Sequences

1. HIGH SHOW

	FORMATION	SOLO
1	Formation take-off in two sections (5+5)	
2	Rejoin and initial Schneider	
3	Looping in triangle formation (or rear crowd arrival and entry looping)	
4	"Cardioide"	Separation
5	Rejoin	
6		Four-point roll
7	Left barrel roll in diamond	
8		Roll from inverted
9	"Ventaglio", wingmen (n° 2-3-4-5-7-8) roll and "Apollo 313"	
10		Roll sequence
11	"Cuore" (or "Aquila" 11-5)	
12		Roll - inverted - roll
13	Cross-over and rejoin	
14		Roll - positive g-turn - negative G pull-up
15	4 & 5 roll back, loop in "Calice" formation	
16		Slow roll
17	Right roll in "Cigno" formation	
18		Negative turn
19	"Arizona", cross-over and rejoin	
20		Cross with formation
21		Tail slide
22	"Scintilla Tricolore" (or Bull's Eye 22-5)	
23		Lomcovak
24	Double roll over	
25	"Bomba" split	
26		Cross with formation
27	"Bomba" cross over and rejoin	
28		Gear-down barrel roll & loop or 4 barrel rolls
29	Low speed Schneider	
30		Crazy flight
31	"Alona" (Gear-down flyby)	
32		Crossing and rejoin
33	"Siberiana" (fly-by) of opportunity with solo rolling around the formation	
34	Formation landing in two sections or initial break	

2. LOW SHOW

	FORMATION	SOLO
1	Formation take-off in two sections (5+5)	
2	Rejoin and initial schneider	
3	360° left turn and formation change in diamond	Separation and John Derry
4	Left roll in diamond	
5		Roll from inverted
6	"Ventaglio" and wingmen (n° 2-3-4-5-7-8) roll	
7		Four point roll
8	"Aquila"	
9		Roll - inverted - roll
10	"Aquila" cross over	
11		Roll - 360° max performance turn-roll- negative G pull-up
12	4 and 5 roll back	
13		Slow roll
14	Right roll in "cigno" formation	
15		Negative G turn
16	"Scintilla Tricolore"	
17		Roll sequence
18	Double roll over	
19		Gear down barrel rolls
20	Low speed schneider	
21		Crazy flight
22	"Alona" (Gear down flyby)	
23		Crossing and rejoin
24	"Siberiana" (fly-by) of opportunity with solo rolling around the formation	
25	Formation landing in two sections or initial break	

3. FLAT SHOW

	FORMATION	SOLO
1	Formation take-off in two sections (5+5)	
2	Rejoin and initial schneider	
3	360° left turn and formation change in diamond	Separation
4	Right 360° turn in diamond	
5		Roll from inverted
6	"Ventaglio" and wingmen roll (n° 2-3-4-5-7-8)	
7		Four-point roll
8	Left 360° turn	
9		Roll - inverted - roll
10	4 and 5 roll back	
11		Roll sequence
12	360 right turn in "Calice" formation	
13		Slow roll
14	Straight flypast in "Cigno" formation	
15		Negative G turn
16	Double roll over	
17		Gear down barrel rolls
18	Low speed schneider	
19		Crazy flight
20	"Alona" (Gear-down flyby)	
21		Crossing and rejoin
22	Formation landing in two sections or initial break	

Maneuvers Sequence description and Graphics

If weather conditions permit HIGH SHOW will be primarily flown. However due to other reasons (i.e. airshow site very far from airport/endurance issues) HIGH SHOW (that is the FULL show) can be reduced in time and maneuvers.

The High show will primarily be flown with "Cuore" (maneuver n.11) and "Scintilla Tricolore" (maneuver n.22), however "Aquila" (maneuver number 11-5) and "Bull's eye" (maneuver n.22-5) remain as back up maneuvers if orography or weather have to be taken into consideration. Flight Lead during flight can decide to switch from one to another.

Moreover, starting from 2022, "Siberiana" has been introduced, meant as a farewell after the conclusion of the Airshow and is executed only if conditions and fuel permit.

1.TAKE-OFF

TAKE-OFF (FORMATION OR INTERVAL) IS NOT AEROBATIC MANEUVER

Take off could be operated in two different ways (formation or single) in accordance with weather condition, runway condition or runway width.

The formation lead is in charge to determine which one will be performed in accordance with the Squadron Commander.

Formation take off is performed in 2 sections as depicted in Fig.5.

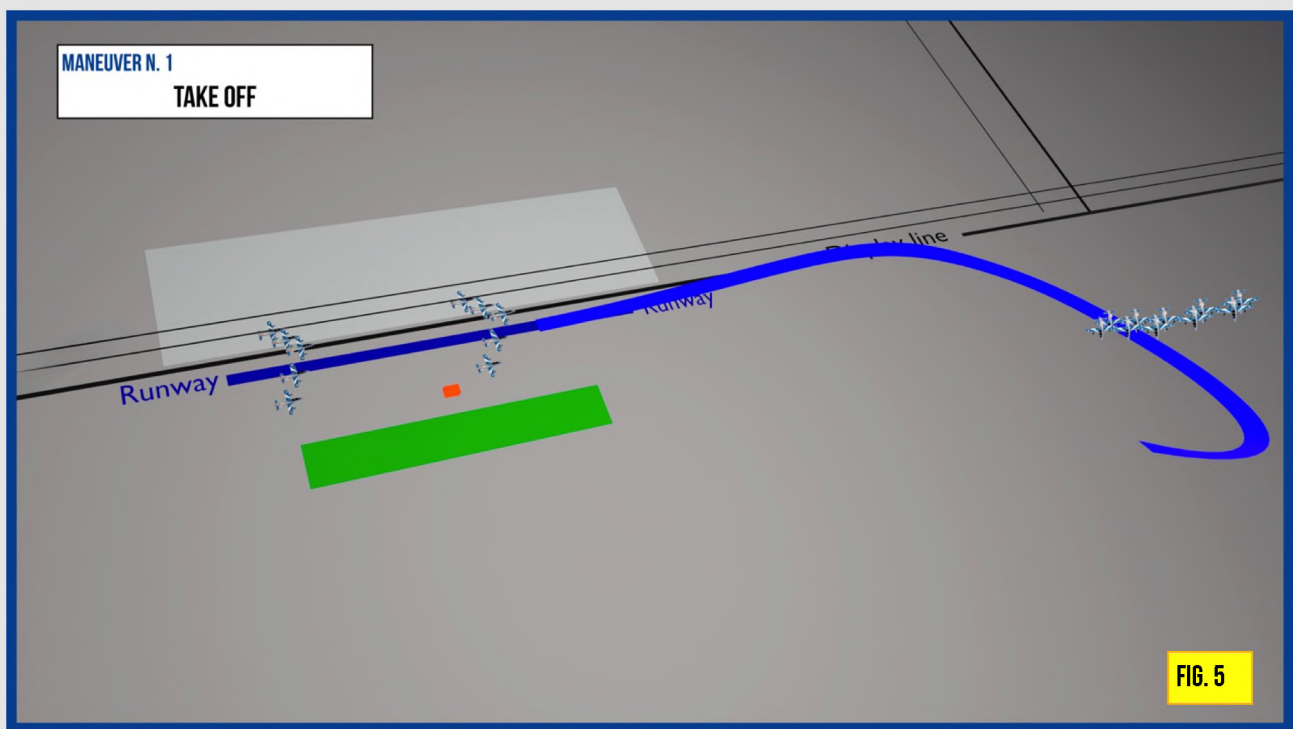
In case of formation take off, all the formation will line up on the runway in 2 sections of 5 a/C (5+5) with 1000ft separation.

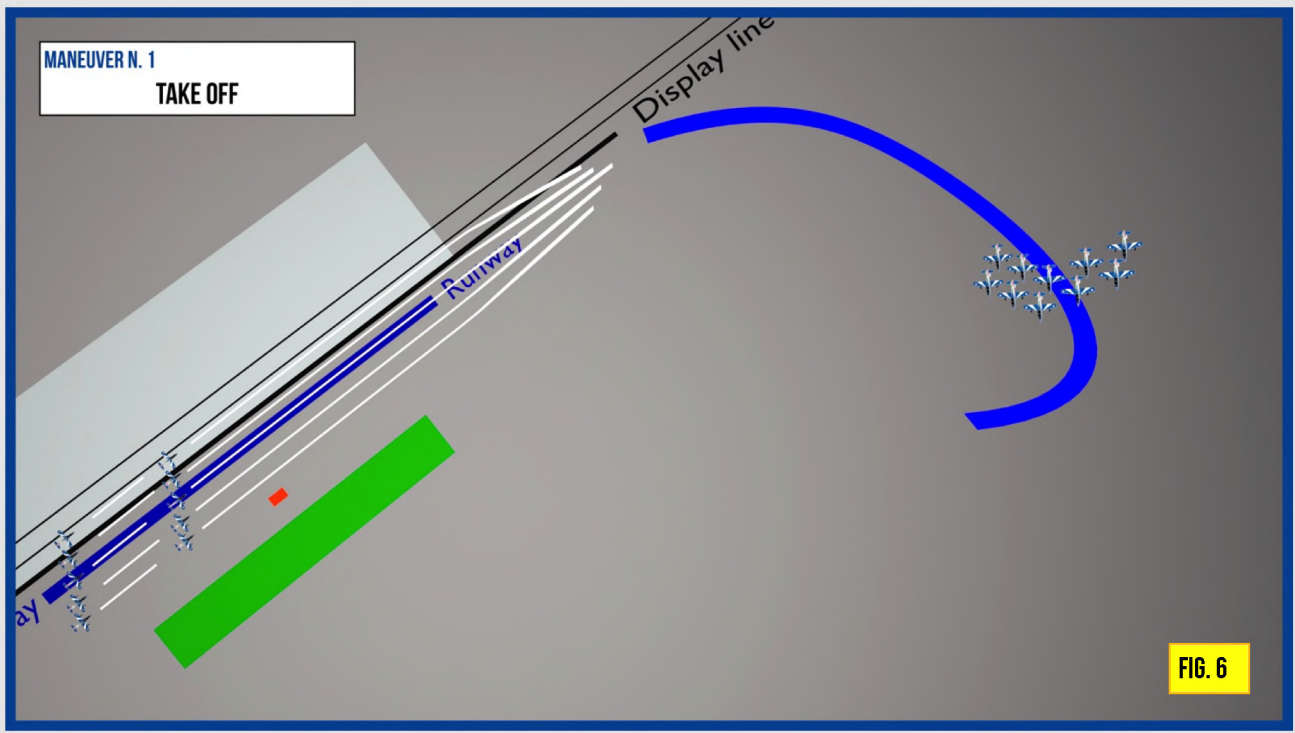
If conditions do not permit a Formation Take-off, a single Take-off will be performed and flight Lead will decide whether rejoin the formation over the airport or during transfer heading the airshow site.

If airshow is over departure Airport:

- If a Formation take-off (Fig.5) is performed, the sequence will continue with Schneider maneuver n.2 as depicted in Fig.7 and 8.
- If an interval take-off (Fig.6) is performed, we are going to skip Schneider Maneuver n.2 and we are going to start the sequence with looping Maneuver n.3. Depending on the runway in use and rejoining time Lead will decide IN FLIGHT which direction (Fig.4) use to perform loop.

In any case Frecce Tricolori aircrafts don't have enough endurance to perform holdings before or after full display.





2. SCHNEIDER

After rejoining, the formation will perform a Schneider in front of the public repositioning for the initial looping in 10 aircraft all together.

Schneider (Fig.7,8,9) will be the INGRESS in the Aerobatic Box.

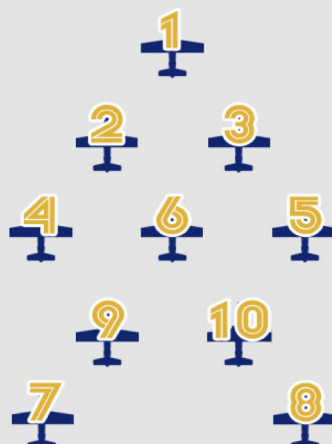
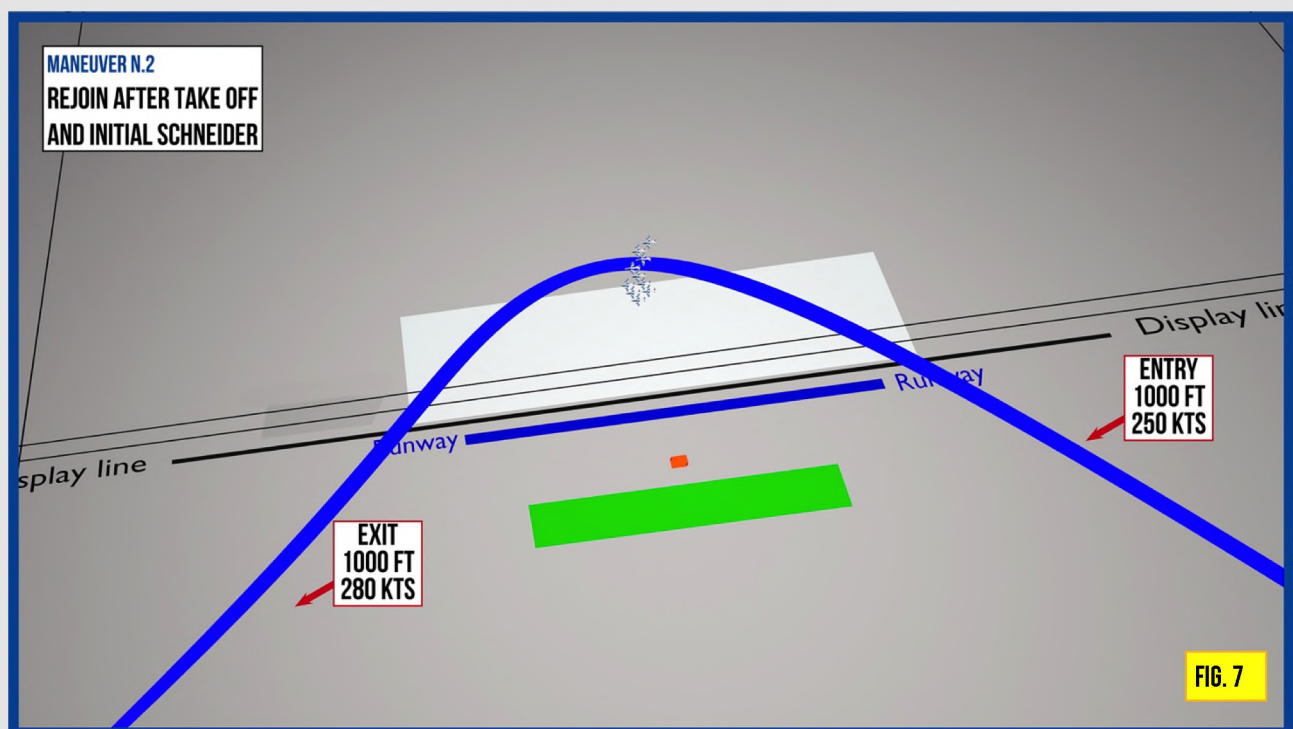
Schneider (Fig.7,8,9) is NOT AEROBATIC

Schneider (Fig.7,8,9) will be performed only after a Formation Take-off.

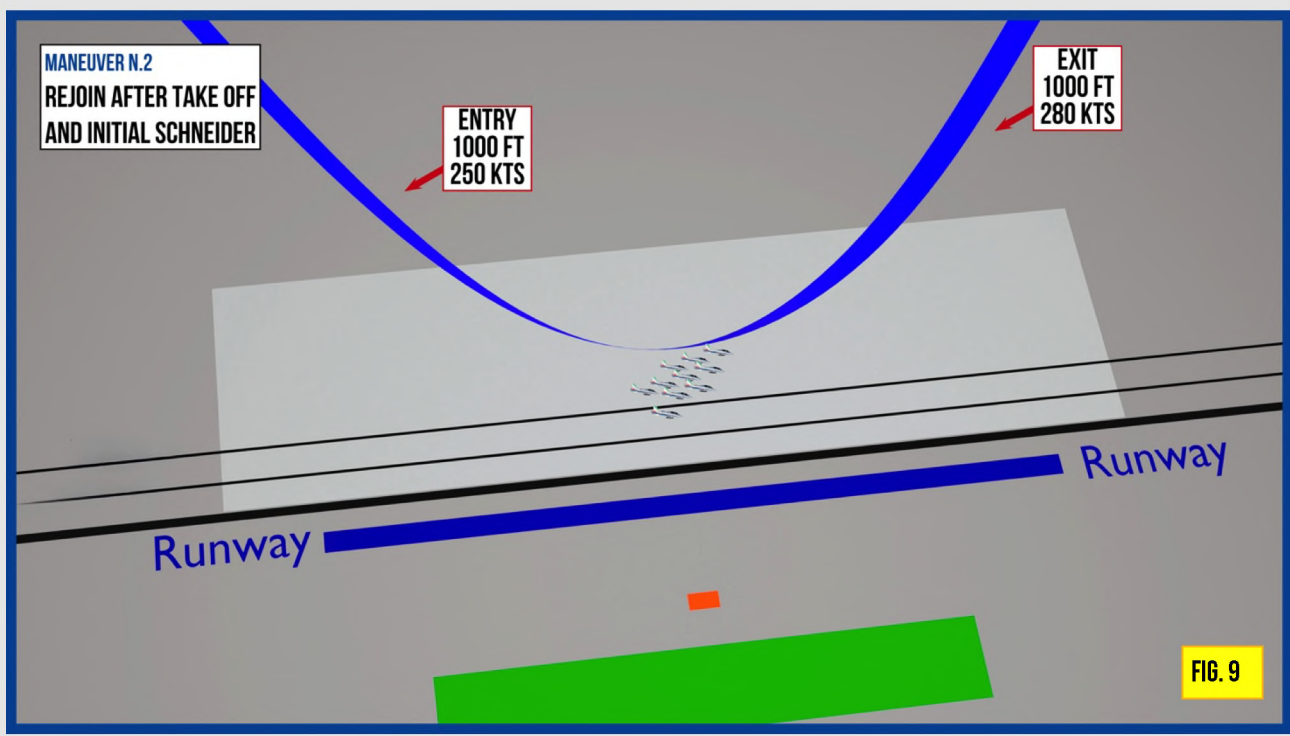
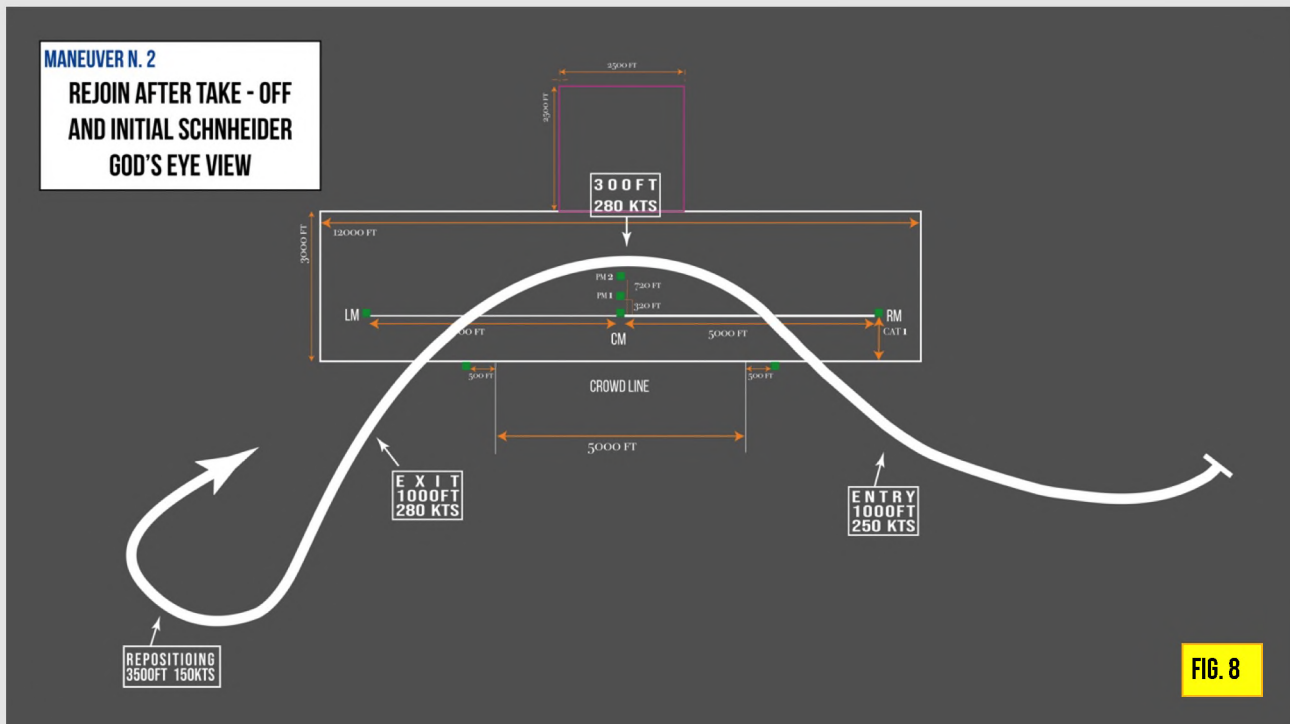
Schneider (Fig.9) will be performed if formation take off is performed from right to left.

If interval take-off is performed, Schneider (Maneuver n.2 in Fig.7,8,9) will be skipped and we are going to start the sequence with looping Maneuver n.3.

Depending on the runway in use and rejoining time Lead will decide IN FLIGHT which direction (Fig.4) use to perform loop.



Schneider (Fig.8) is the God's eye view of Schneider in Fig.7.



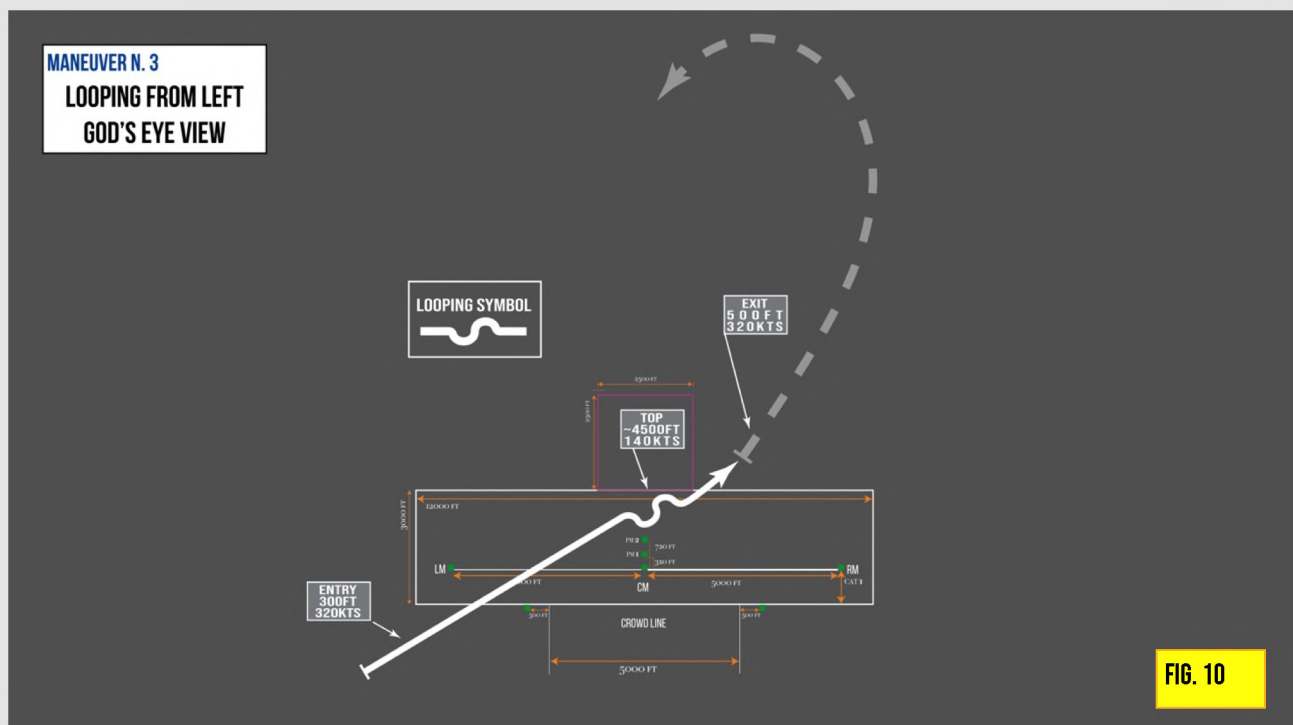
3. LOOPING IN TRIANGLE FORMATION

(Or rear crowd arrival and entry looping)

Entry loop will be performed in triangle formation called "Triangolone" and is the only maneuver where all the aircrafts are flying all together.

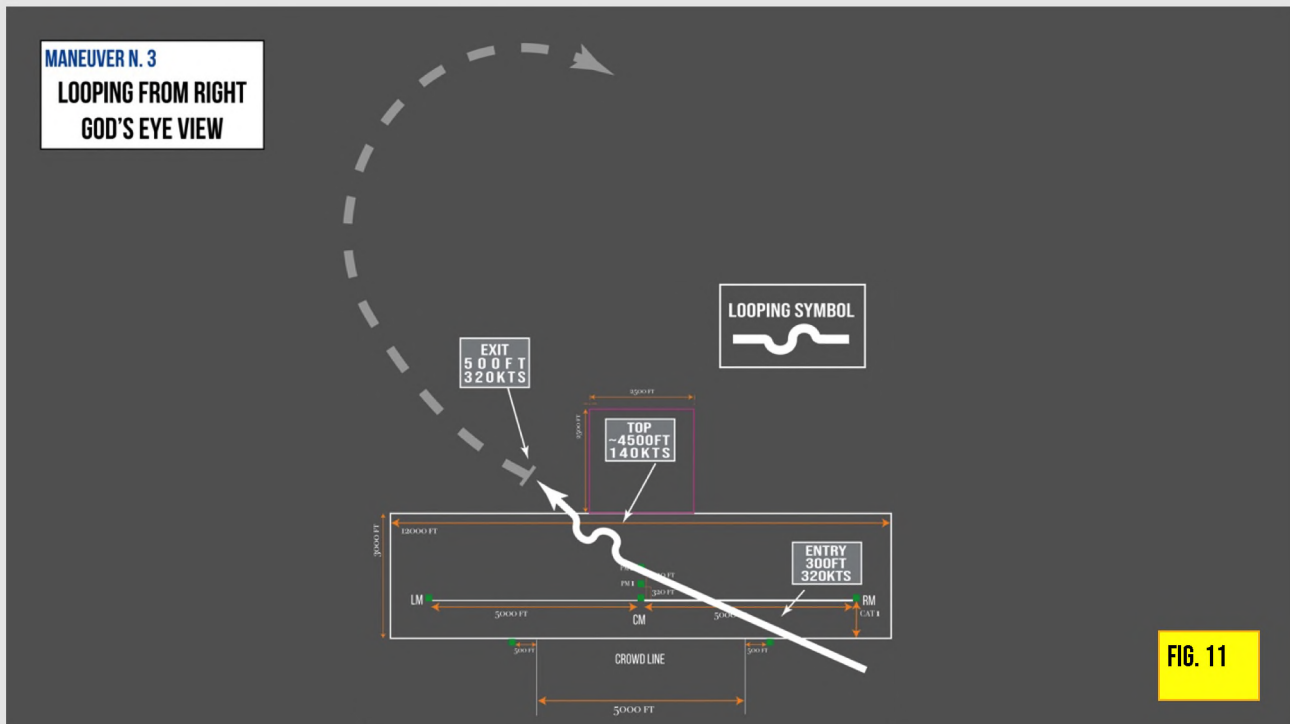
Entry loop can be made from left, centre (rear crowd arrival) or right

LOOPING FROM THE LEFT (fig.10) will be performed after Schneider (Maneuver n. 2 shown in Fig.7/8)



LOOPING FROM THE RIGHT (Fig.11) will be performed:

- On occasion, after interval take-off;
- After formation take-off right to left and Schneider maneuver n.2 as Fig.9.



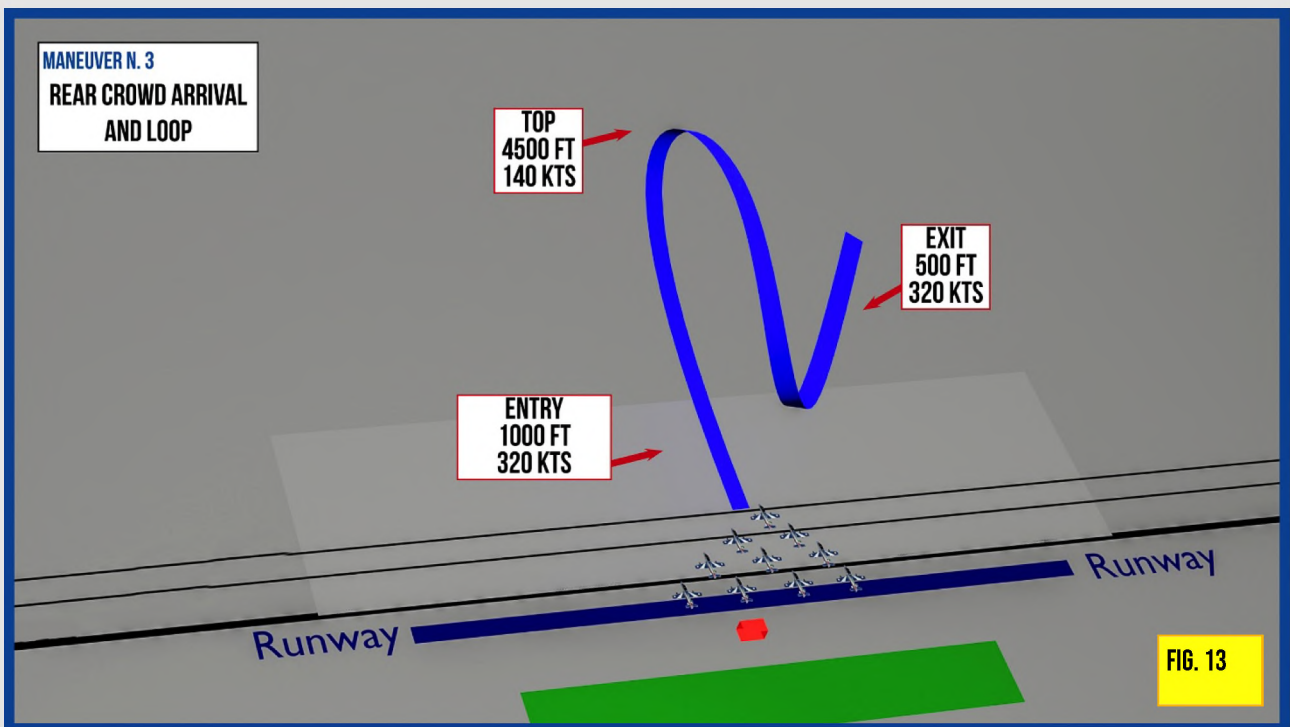
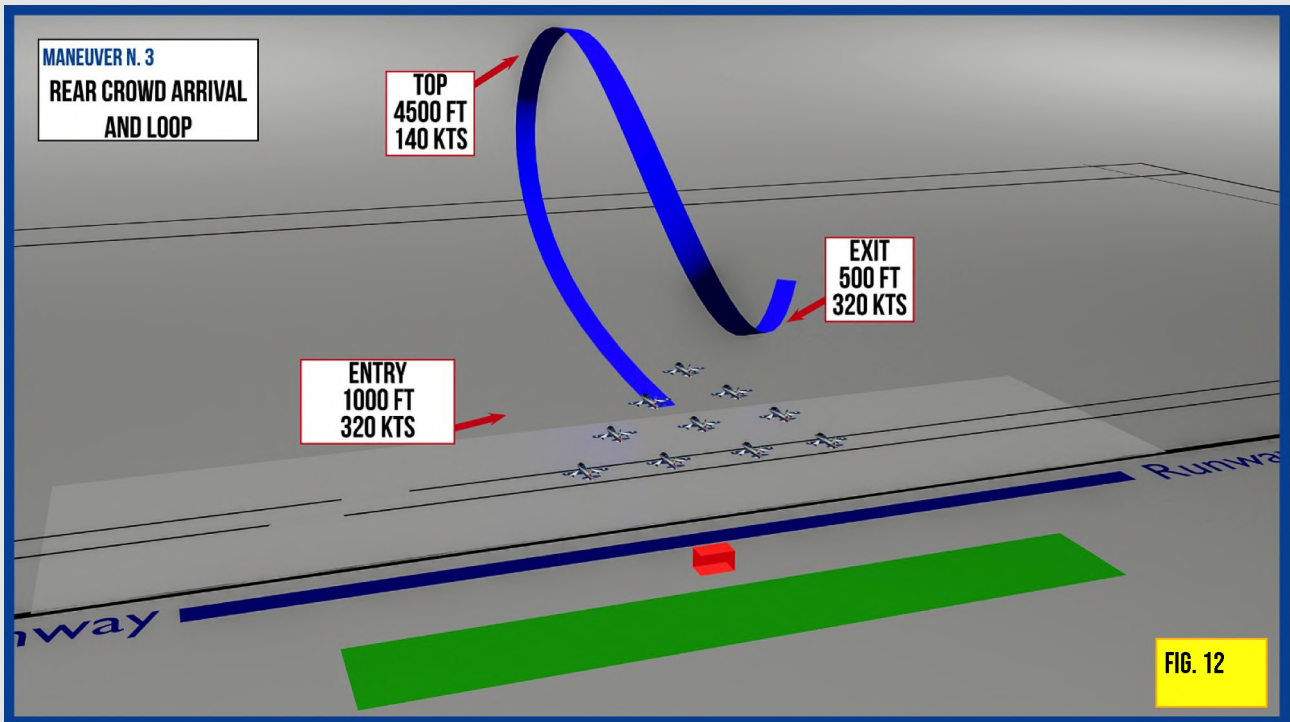
LOOPING FROM CENTRE (Rear Crowd Arrival)

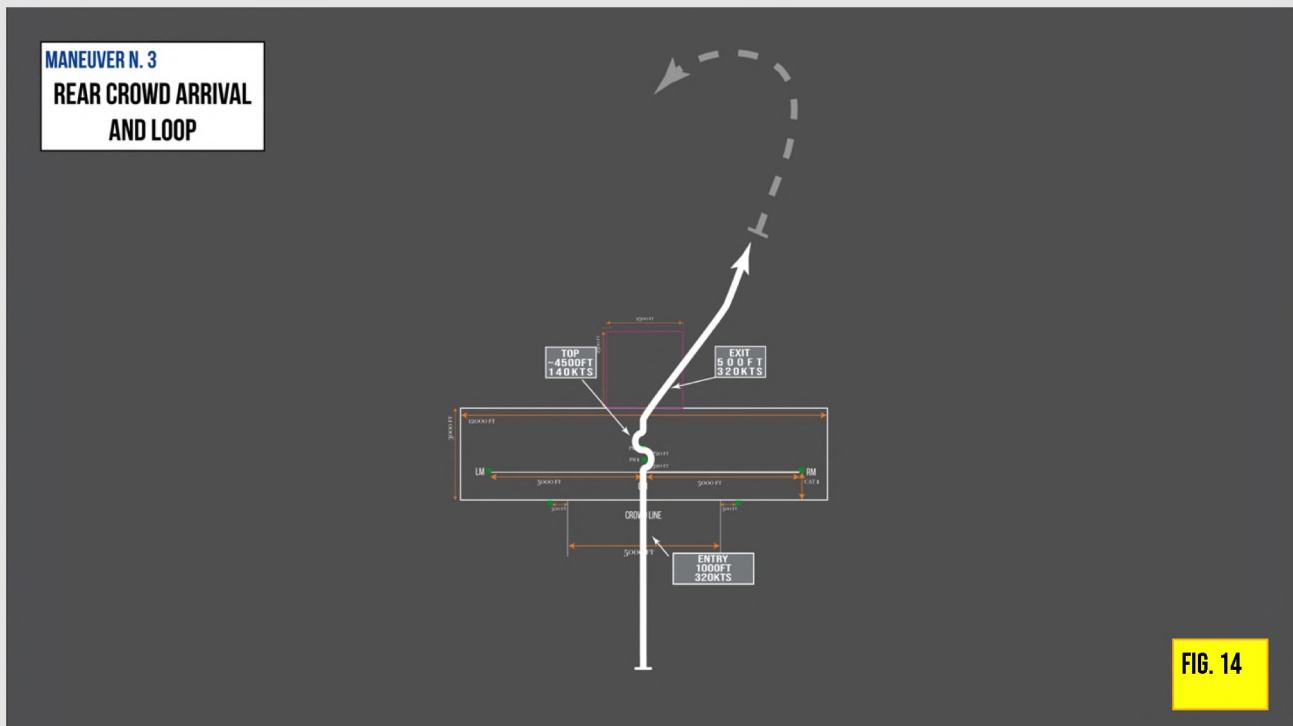
Flight over the crowd will be 1000 feet AGL unless a lower altitude is specified in the FAA Letter of Authorization (LOA) for the 2024 Approved Maneuver Package,

Rear Crowd arrival and Loop:

- On occasion, after interval take-off;
- On occasion, when airshow site is not over departure airport.

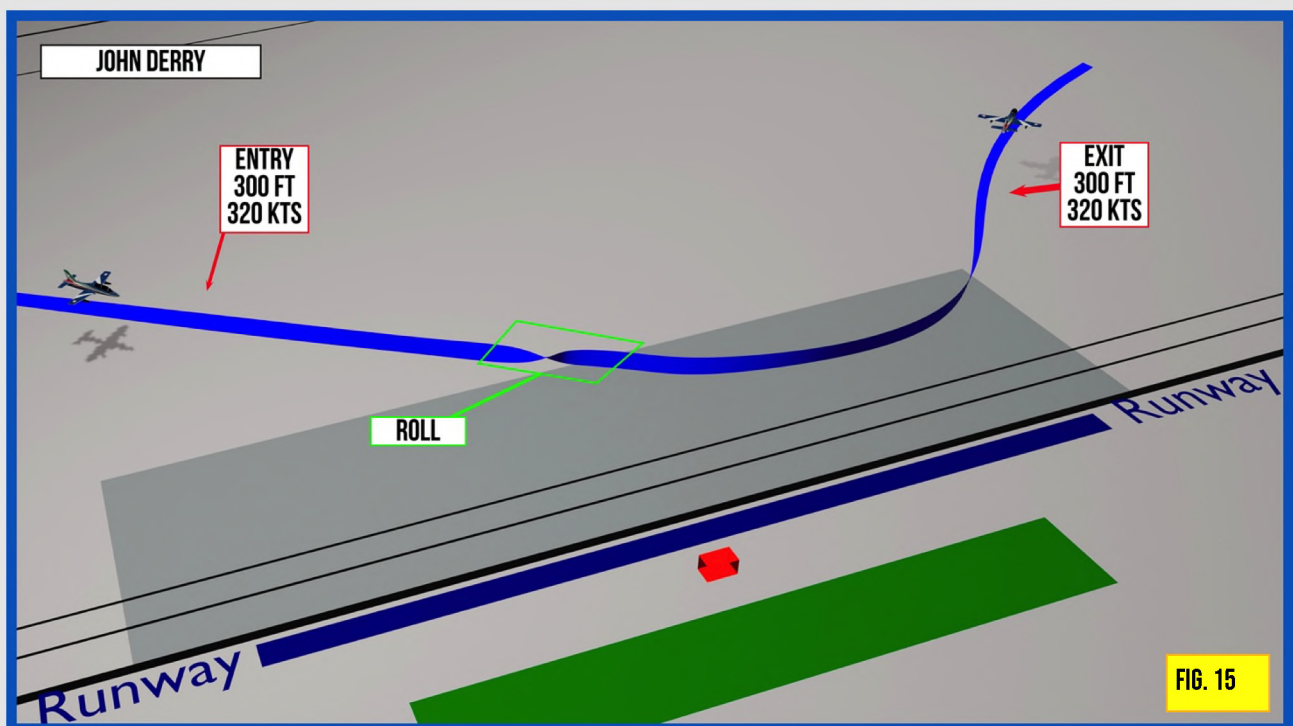
The climb up of the loop will be initiated passing CM. At the top of Maneuver, we are inverted changing the heading to create a displacement for reposition.

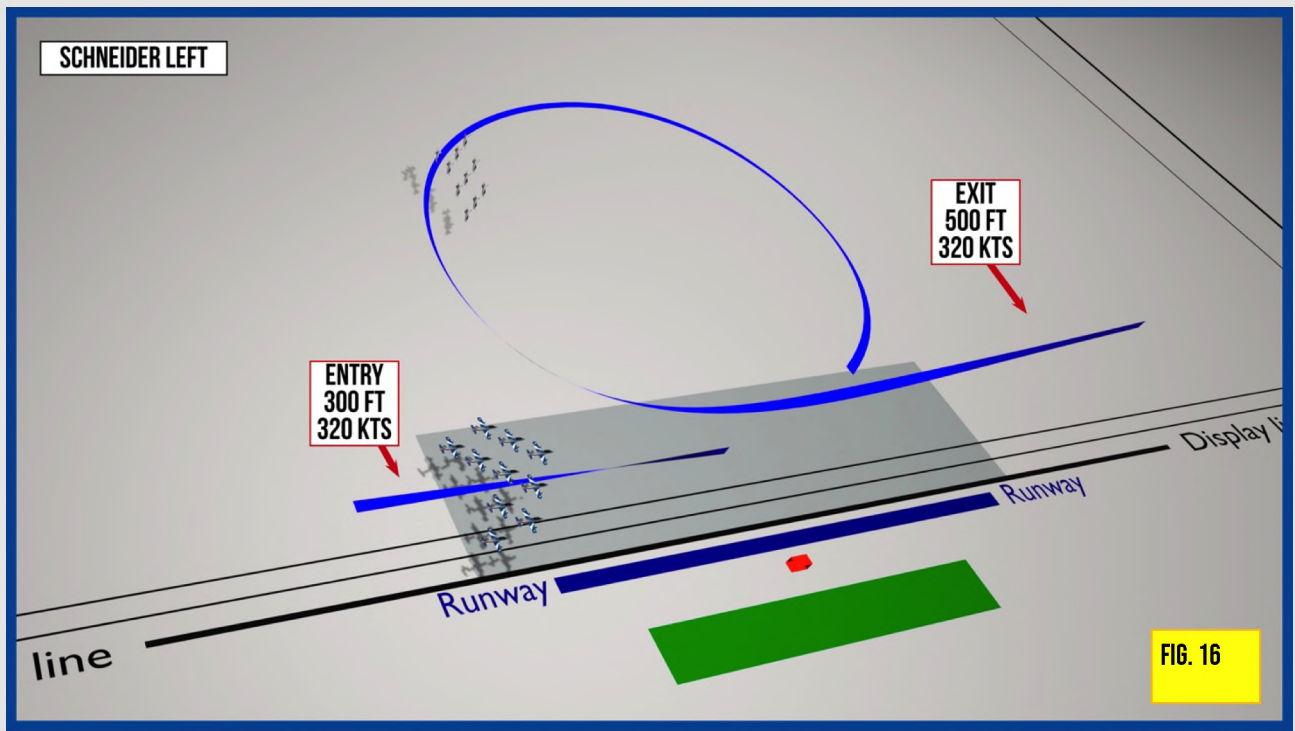




For LOW and FLAT SHOW after INITIAL SCHNEIDER (Maneuver n.2) there will be NO loop.

The formation coming from the left (no matter runway is in use) will perform a 360 left turn starting from CM (Fig.16) After 360 turn is completed Solo will split and perform John Derry roll (in case of LOW SHOW) or another 360 left turn (in case of FLAT SHOW) while Main Formation will reposition for next maneuver (LEFT BARREL ROLL (LOW SHOW) or 360 right turn (FLAT SHOW)).





4."CARDIOIDE"

Exiting from the loop, full 10 aircraft formation will reposition and modify position of wingmen in a new way called "Rombo+Codino" aligning with the perpendicular of the display center in order to start next maneuver.

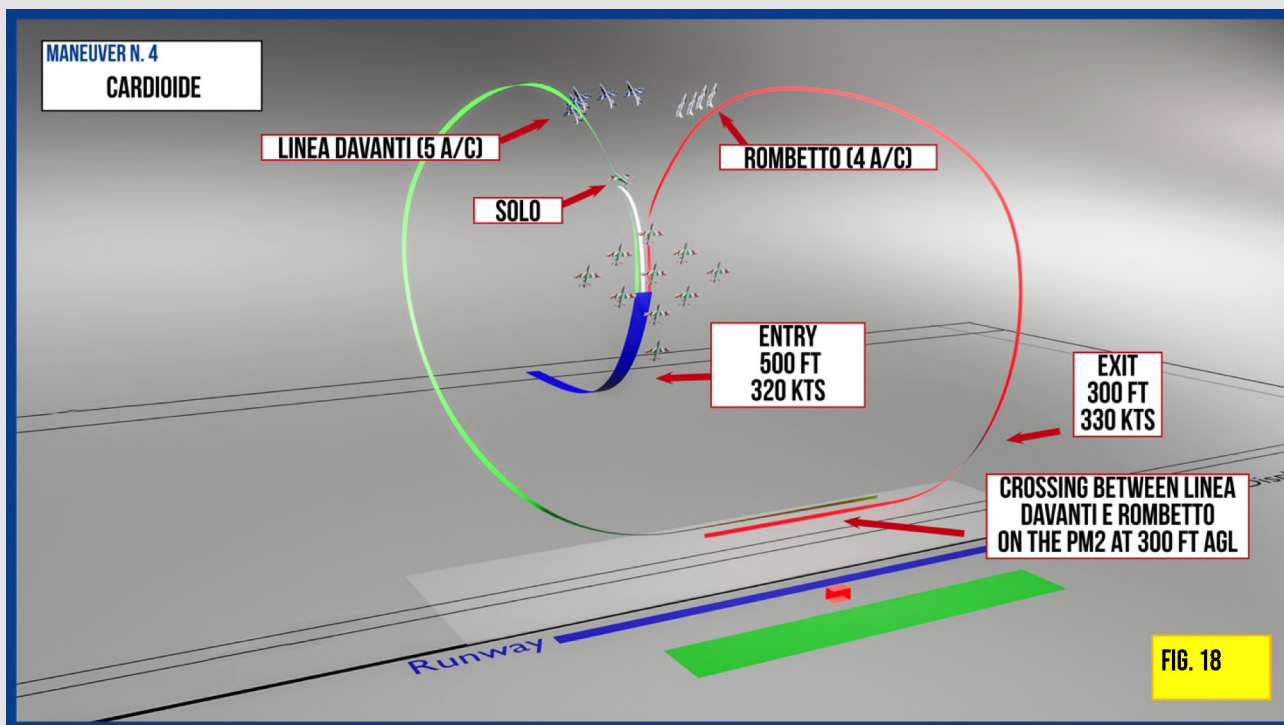
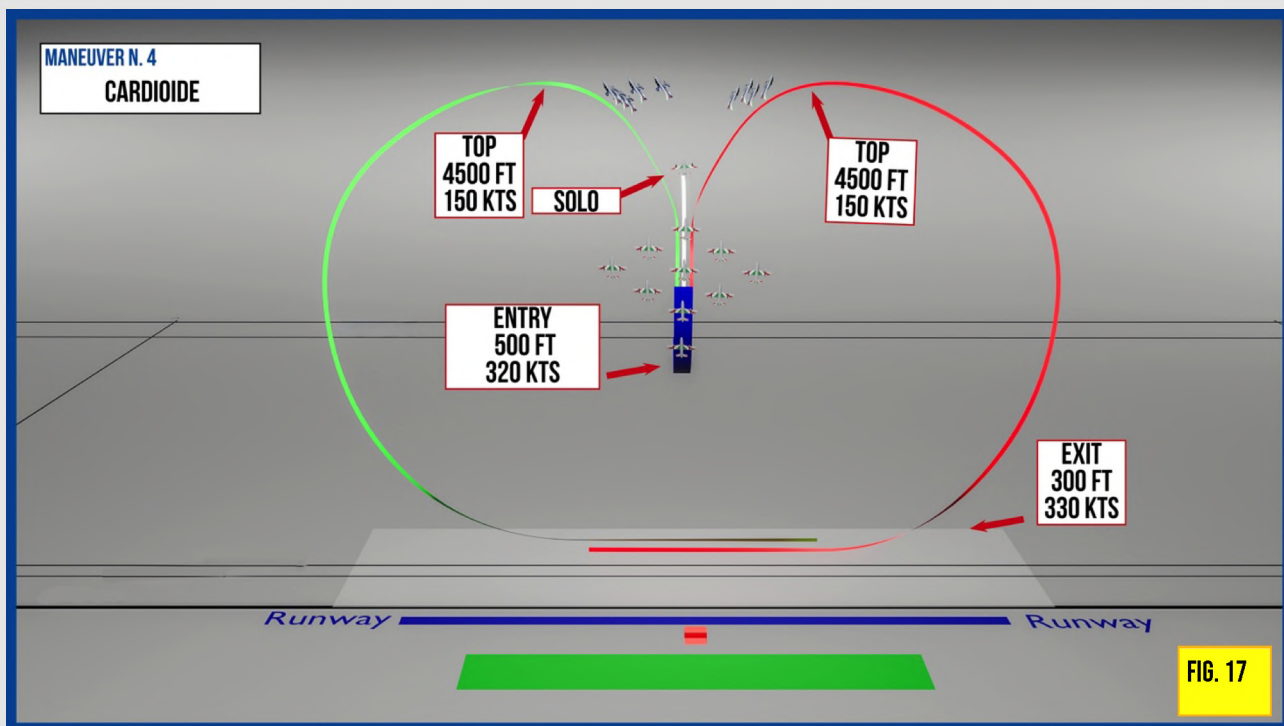


This maneuver is called "CARDIOIDE" depicted in Fig.17 (Fig.18-19-20 is the same maneuver seen by a different point of view). Formation pointing the CM will start a climb becoming aerobatic entering the Aerobatic Box ready to separate in 3 sections.

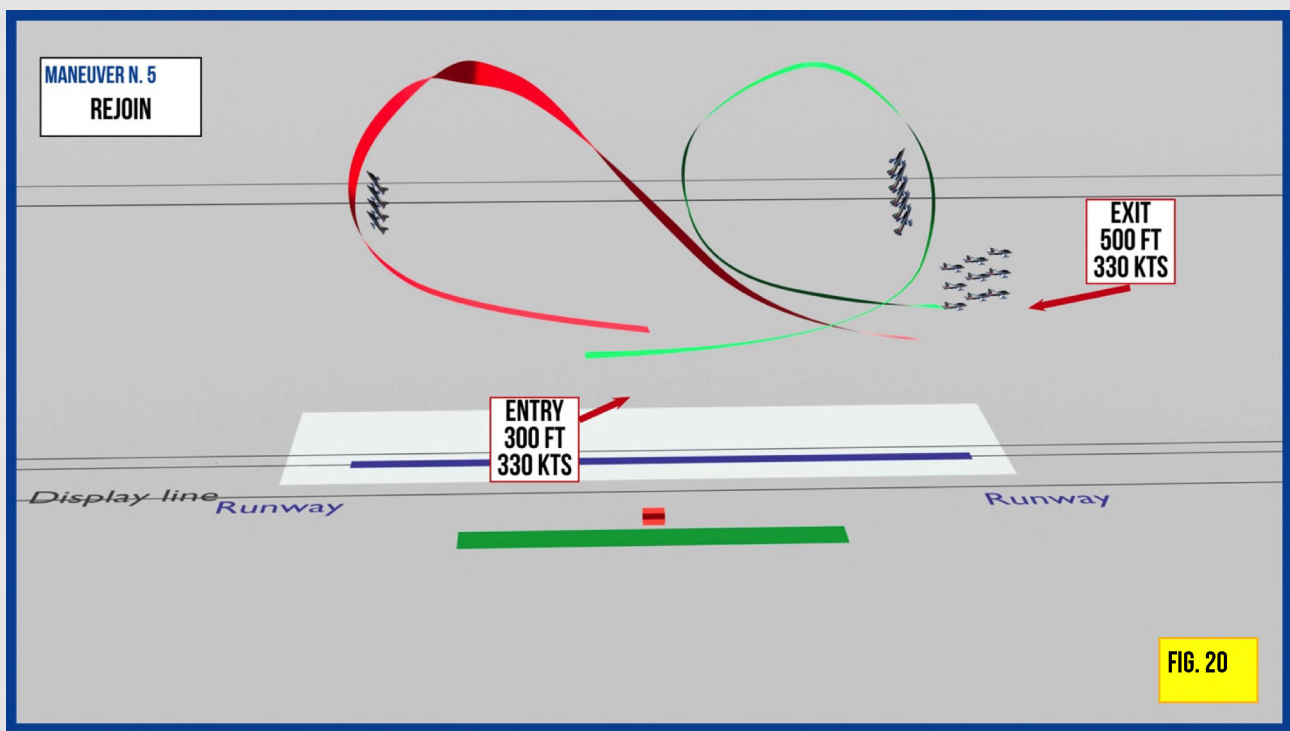
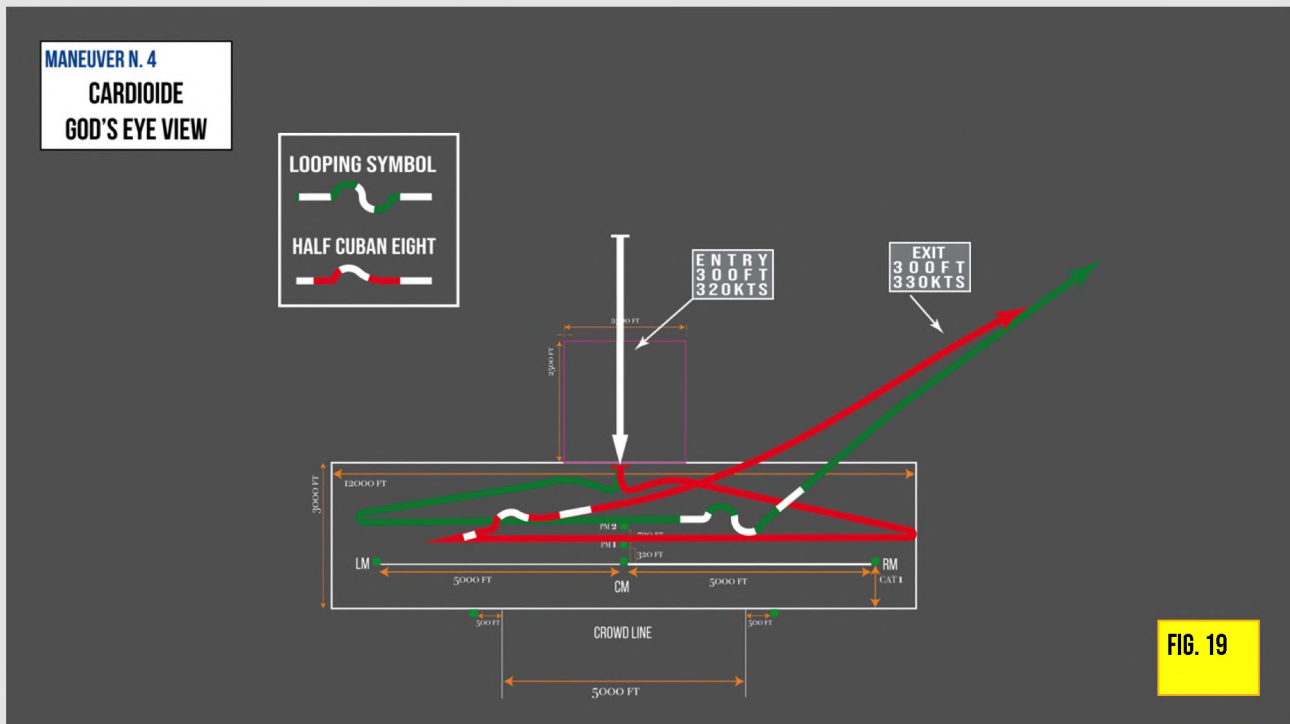
- 5 a/c (from now on "Linea Davanti" depicted as GREEN LINE) will go to the left;
- 4 a/c(from now on "Rombetto" depicted as RED LINE) to the right,
- 1 a/c (the Solo) will continue vertical performing a clover leaf away from the display line.

Two sections will also perform two clover leaves one to the left and one to the right. Coming down two sections cross together straight and level parallel to the display line on the PM2.

After crossing, "Linea Davanti" will perform a looping parallel to the display line and "Rombetto" will perform an half Cuban eight in order to rejoin formation (Fig.20) and reposition for next maneuver.

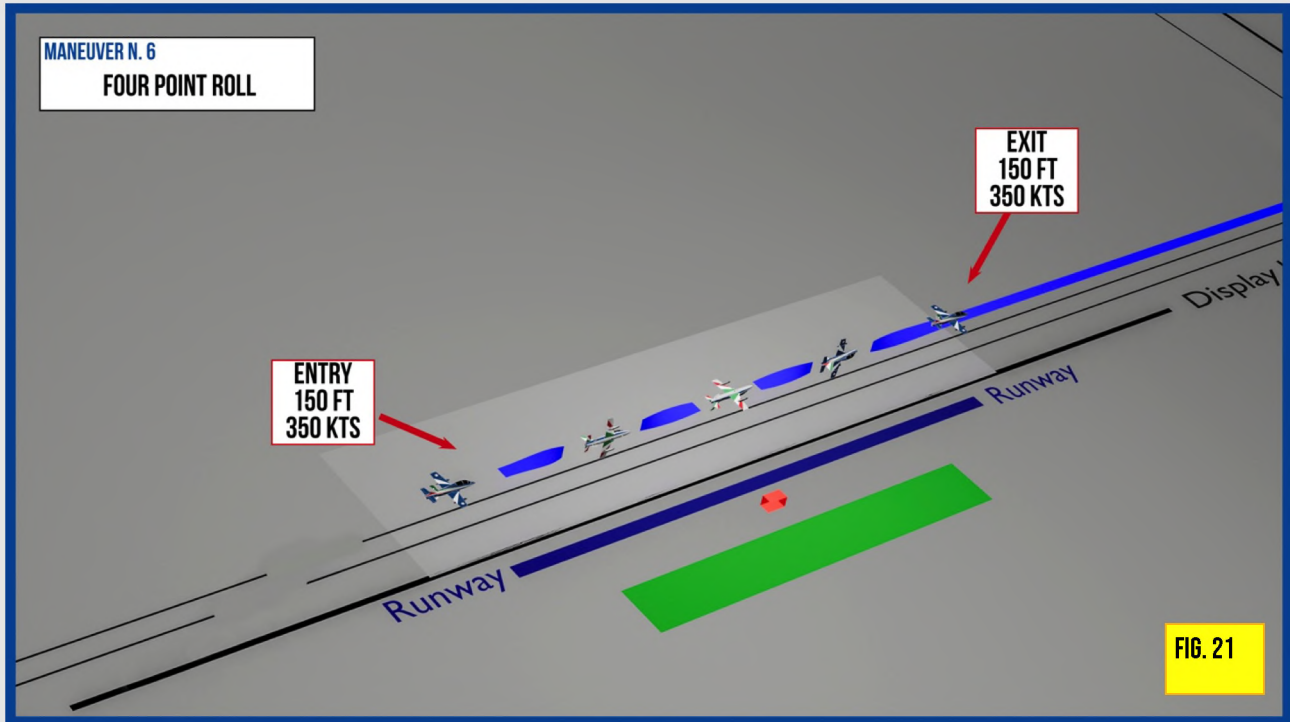


4."CARDIOIDE" and 5. REJOIN



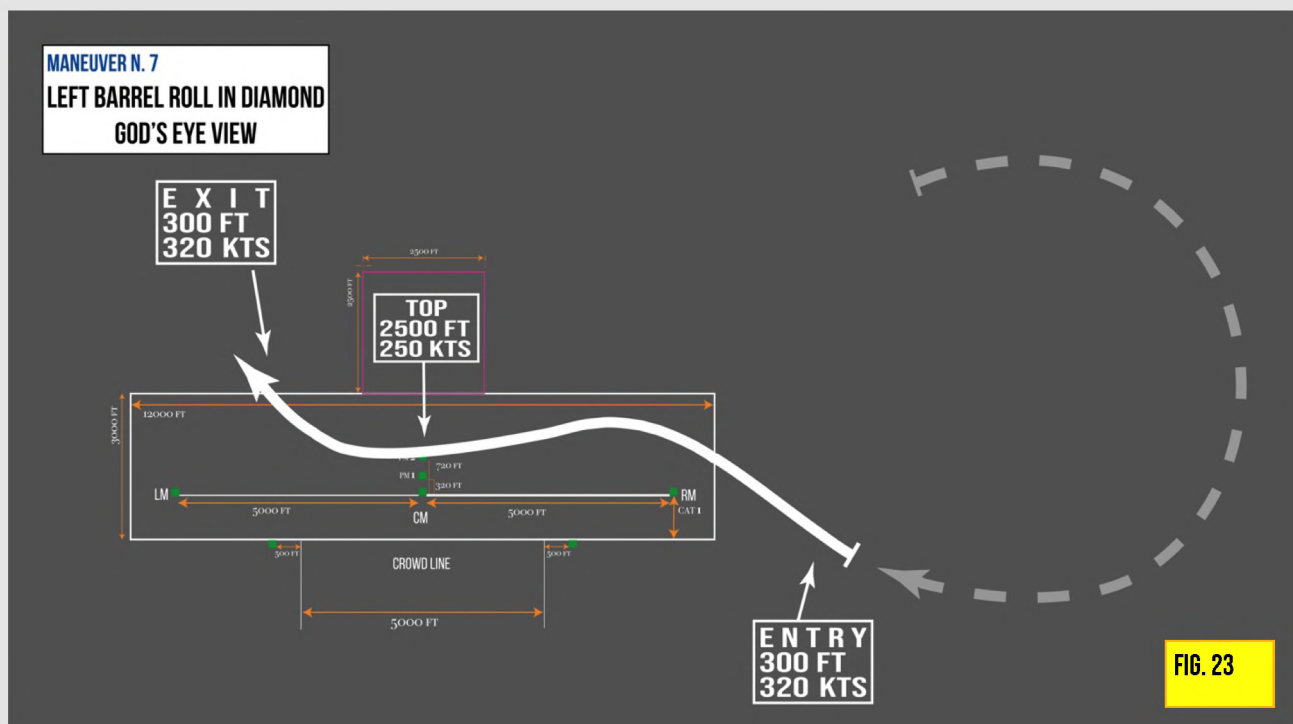
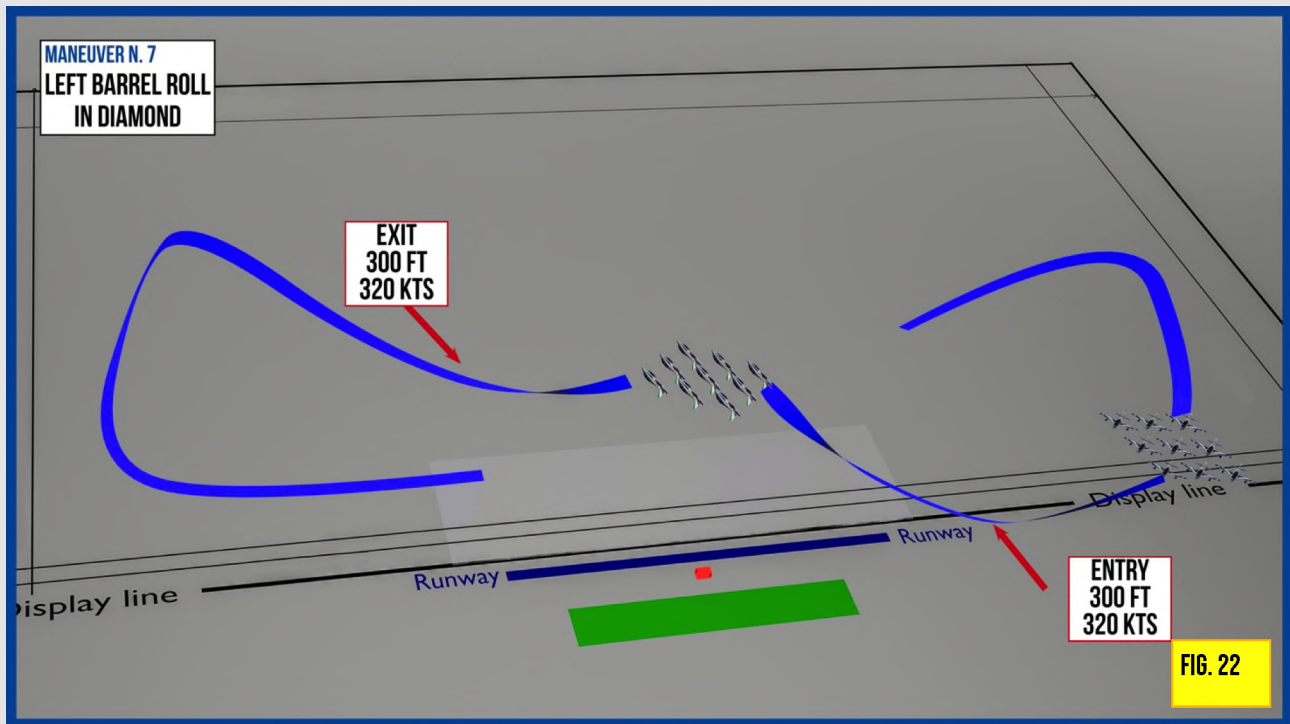
6. FOUR POINT ROLL

Solo pilot performs 4 consecutive 90° degrees rolls along longitudinal axis, 4 point roll:

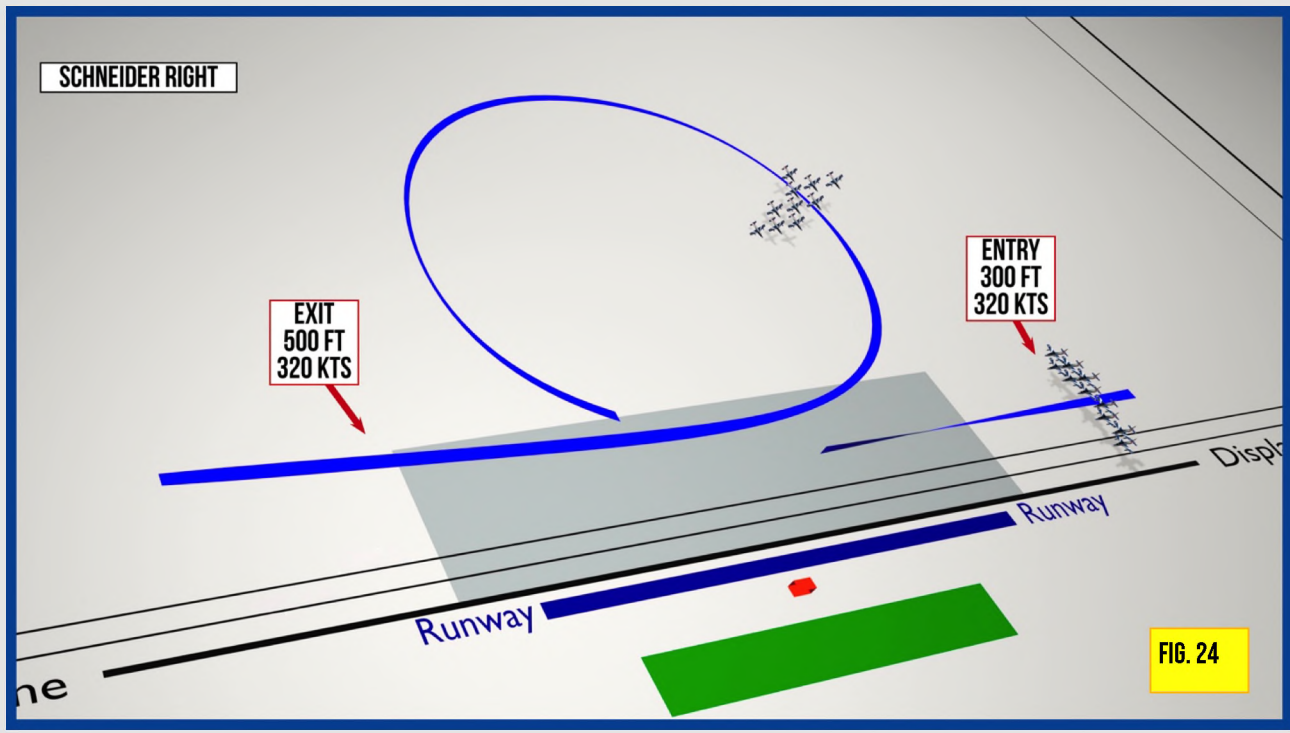


7. LEFT BARREL ROLL IN DIAMOND

Formation will show up from the right performing a roll with 9 aircraft, the rotation along the axis is performed with a twisting flight path drawing the internal of a giant barrel.

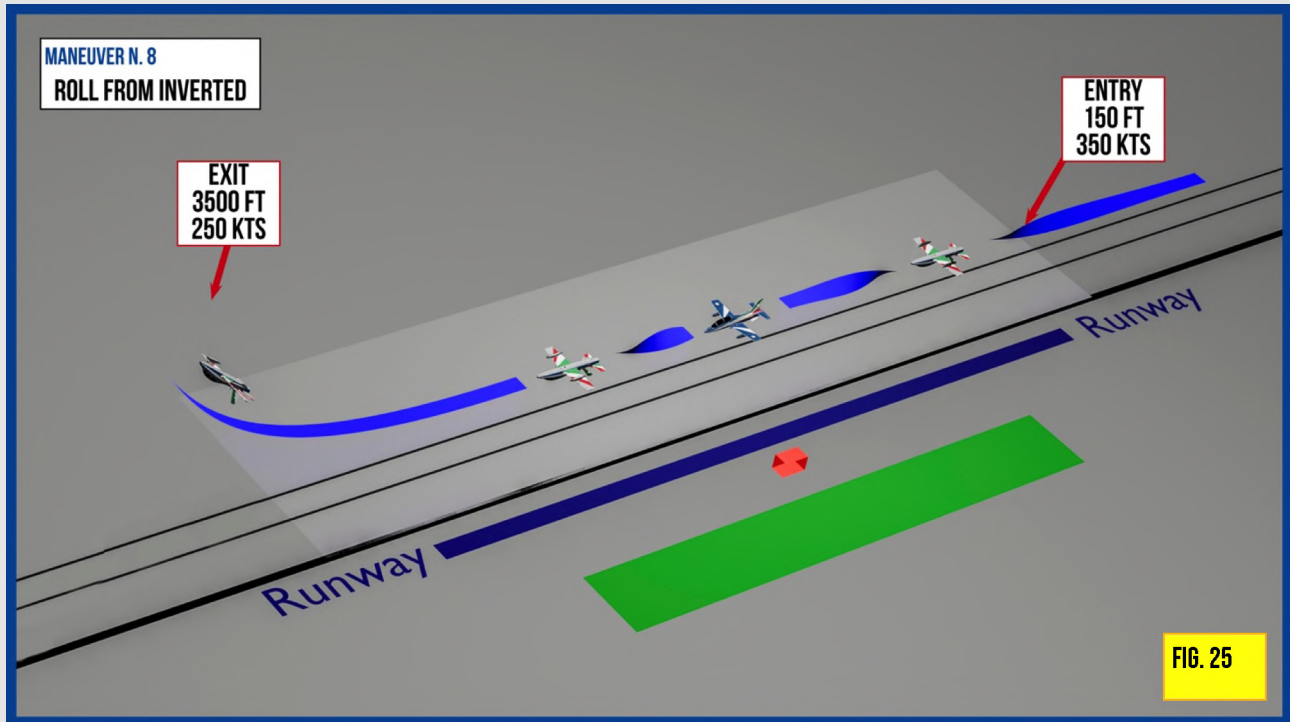


FLAT SHOW: no barrel roll, main formation will perform a 360 right turn Fig.24.



8. ROLL FROM INVERTED

After formation left barrel roll, Solo performs inverted flight, roll at the display's center and inverted again pulling up.



For LOW SHOW pull up will be according to ceiling

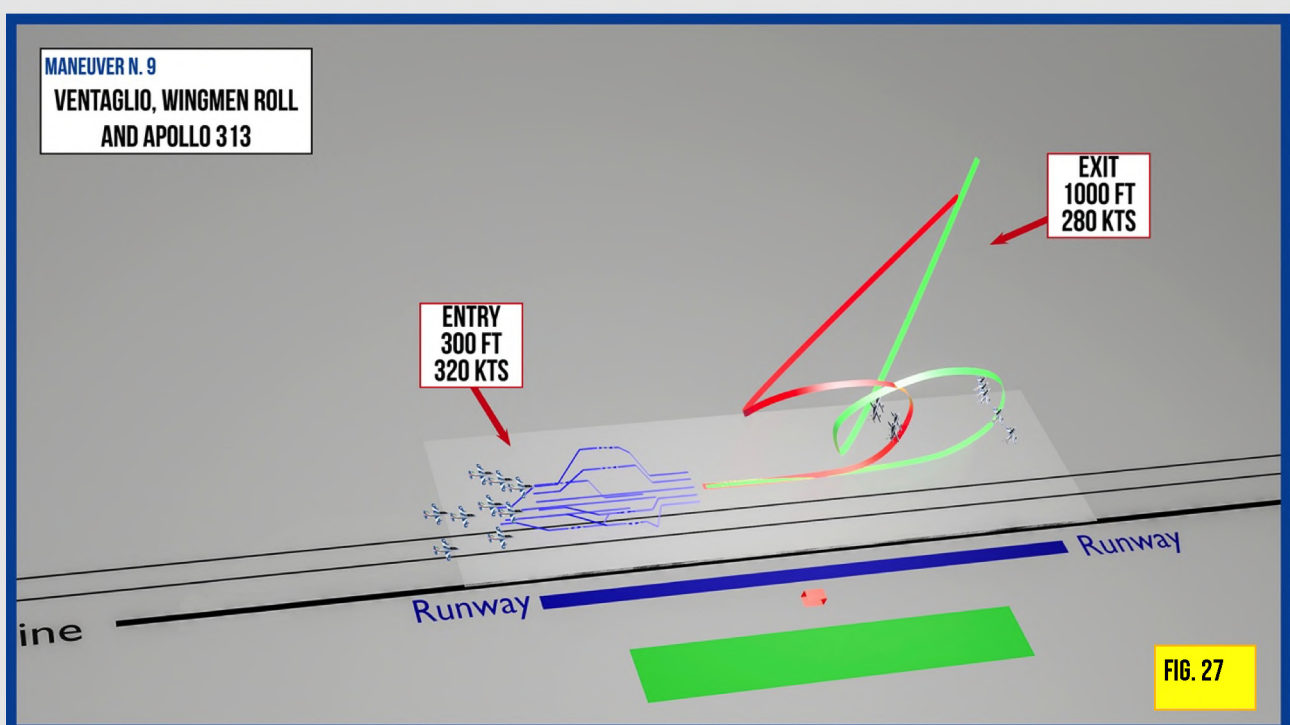
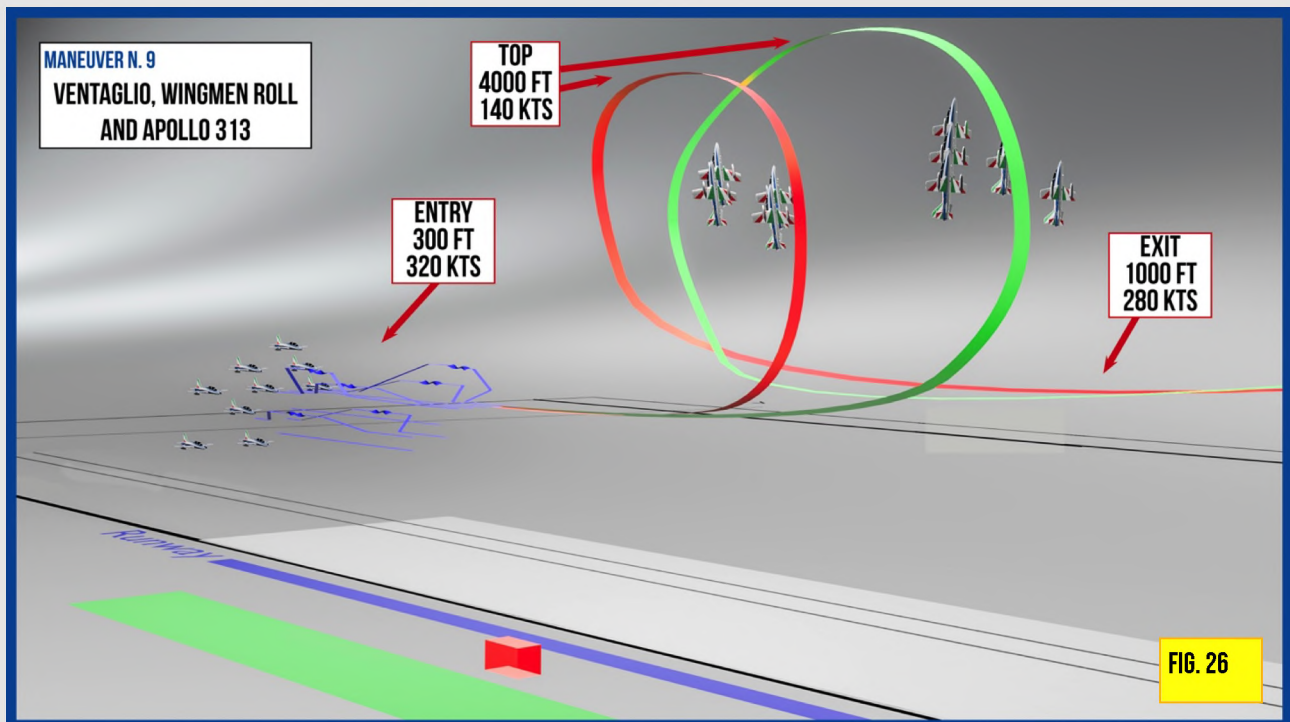
For FLAT SHOW there will be no pull up.

9. “VENTAGLIO”, WINGMEN ROLL (N° 2-3-4-5 7-8) “APOLLO 313”

After left barrel roll Formation will reposition in order to show up from the left with Pony7 and Pony8 moving back from the wing of Pony6 to the wing of Pony9.

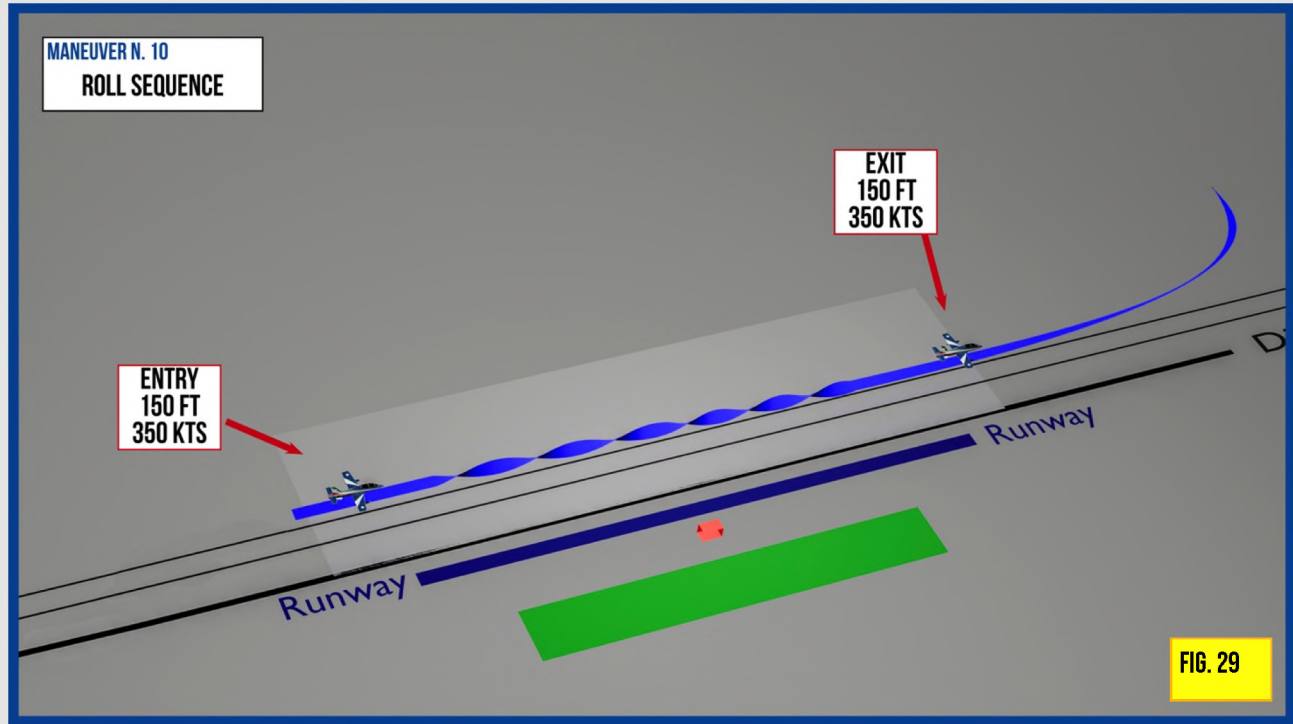
VENTAGLIO MANEUVER: Every wingman will perform a roll along the longitudinal axis.

APOLLO MANEUVER is made of two different looping of the two section and rejoin in sequence. During the rejoin Pony7 and Pony8 advance again from the 6 to the 9.



10. ROLL SEQUENCE

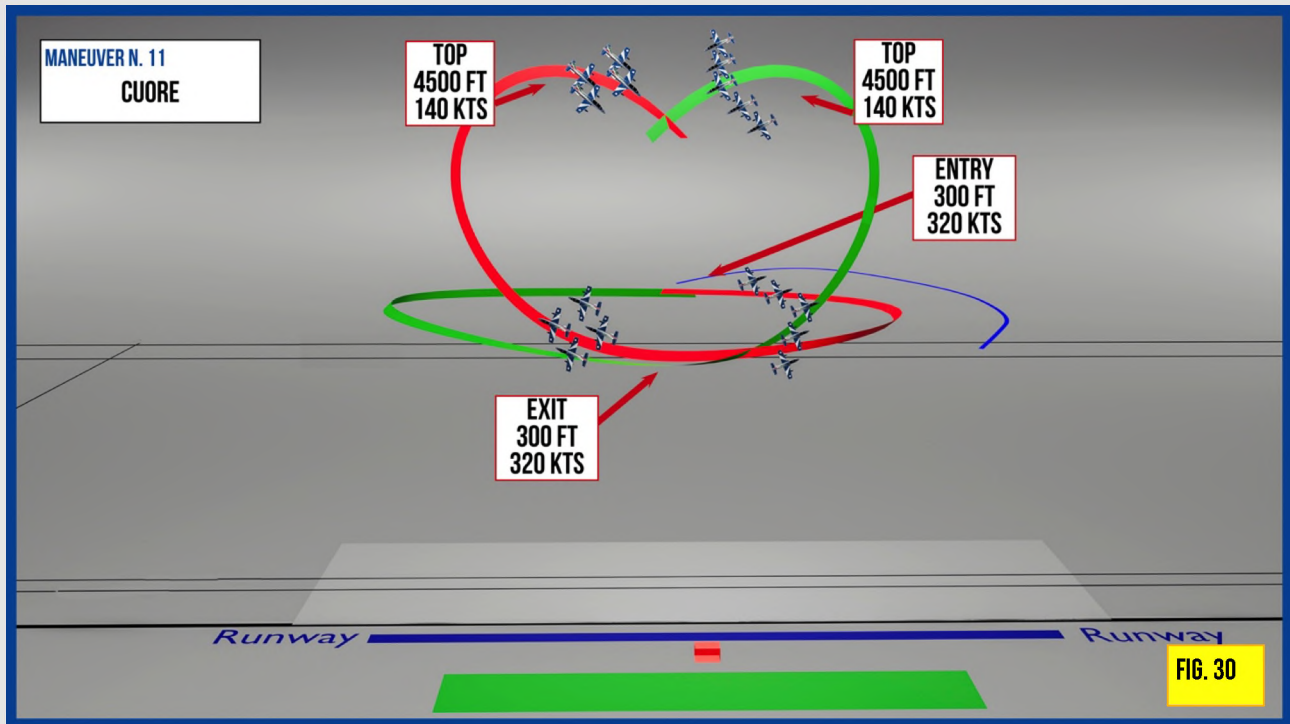
From the left the Solo comes with his series of rolls. 5 tonneau in sequence rotating around longitudinal axis.



11. “CUORE”

Main formation will split again in two sections very far from display line preparing for the first crossing at the bottom and again to the top developing two specular half-cuban eight and painting a big heart in the sky.

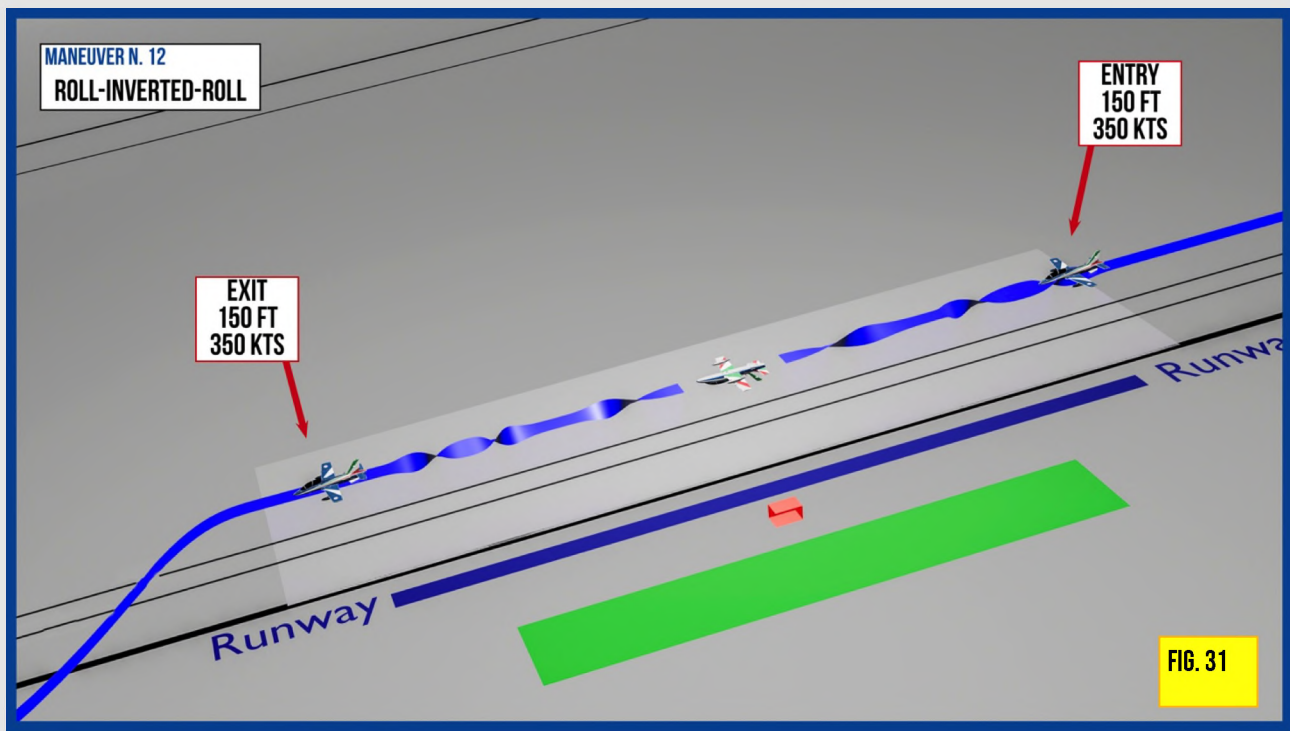
Figure will finish after solo performing maneuver n.12 (Fig.31) with a crossing of the two sections at the centre of the display line followed by rejoin (Fig.32-33-34)



12. ROLL- INVERTED-ROLL

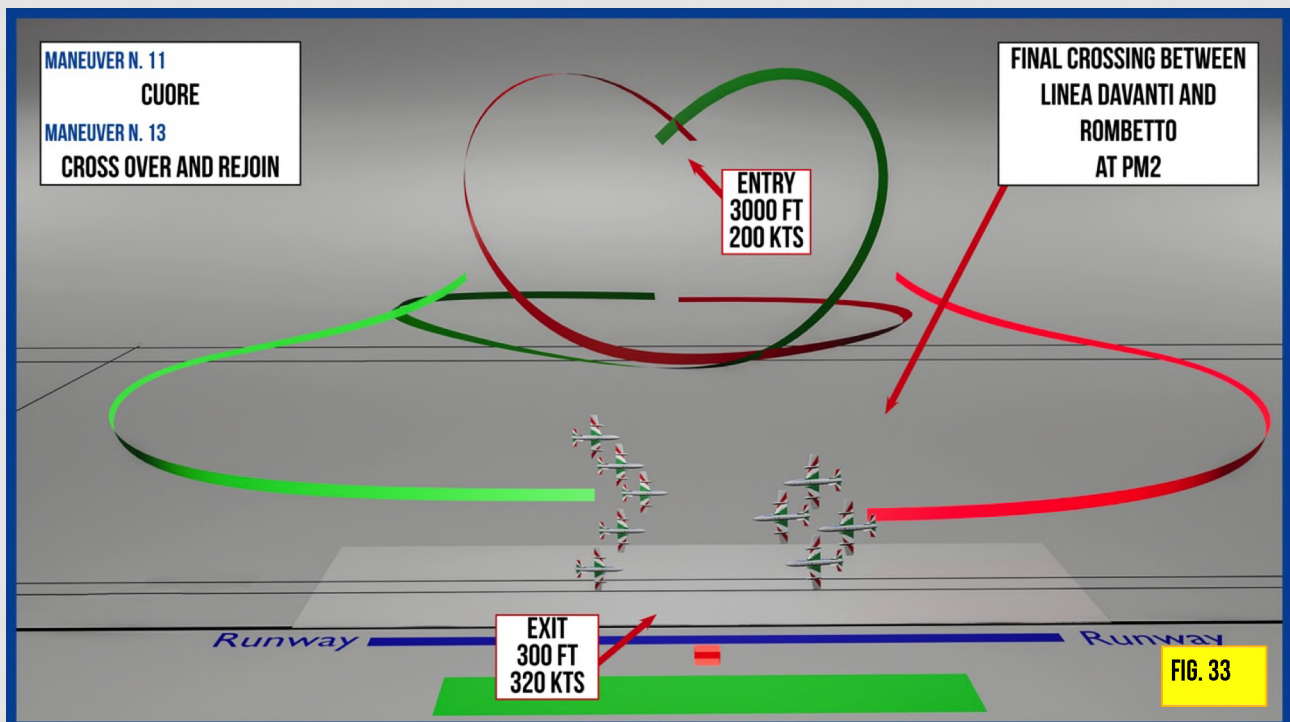
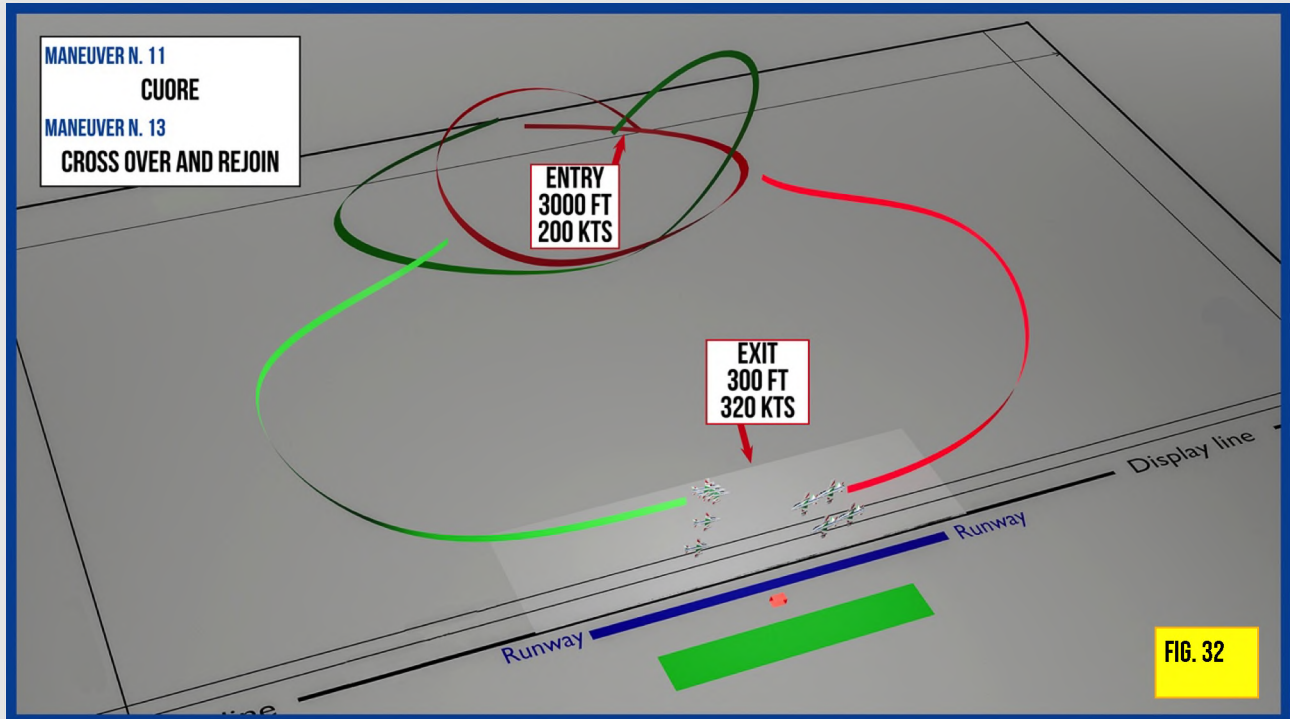
During the heart of the formation, from the right to left Solo pilot perform a roll followed by inverted flight and again a roll parallel to the display line.

This maneuver will happen between Maneuver CUORE (Maneuver n.11 in Fig.30) and Cross and rejoin (Maneuver 13 in Fig.32-33-34).



11. “CUORE” AND 13. CROSS-OVER AND REJOIN

After heart two sections will come towards PM2 crossing each other.



MANEUVER N. 11
CUORE
 MANEUVER N. 13
CROSS AND REJOIN
GOD'S EYE VIEW

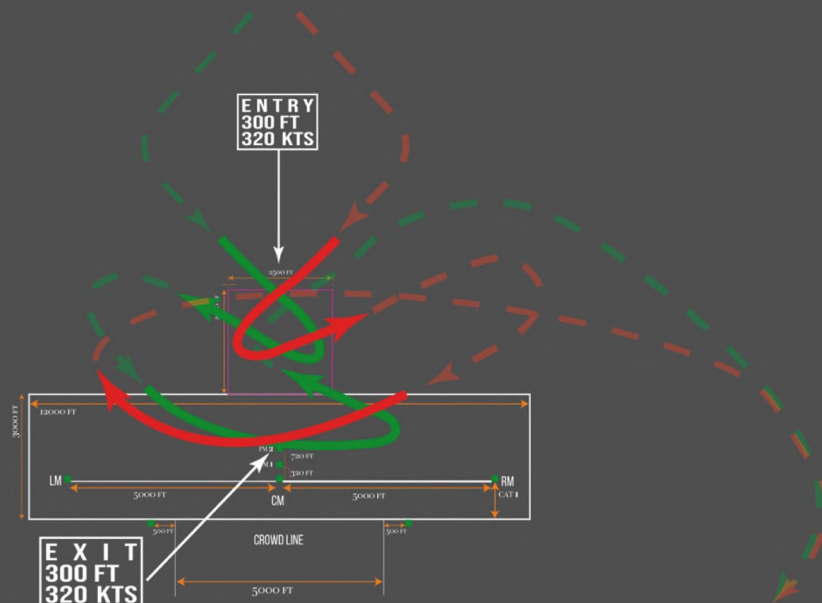
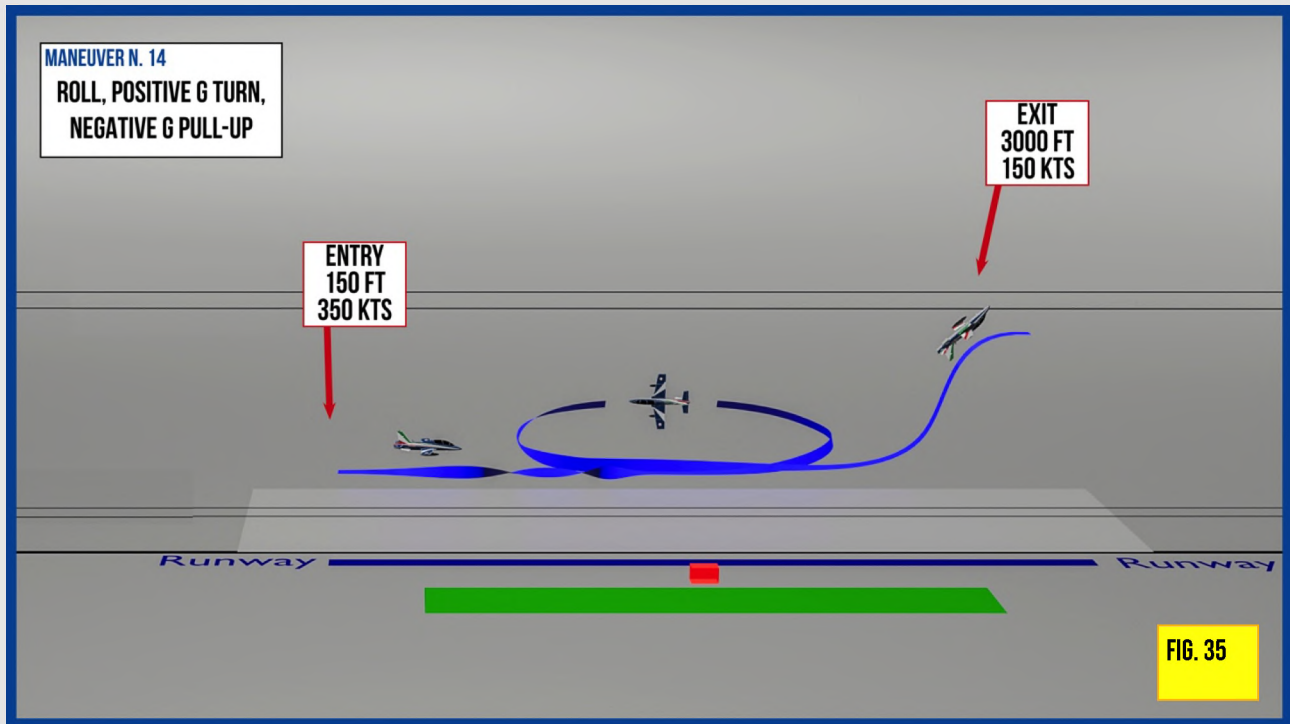


FIG. 34

14. ROLL - POSITIVE G-TURN - NEGATIVE G PULL-UP

After the crossing of the Heart once again Solo comes from the left with aileron roll and a schneider turn. He draws a circle then an inversion and a negative pull up.



For LOW SHOW pull up will be according to ceiling.

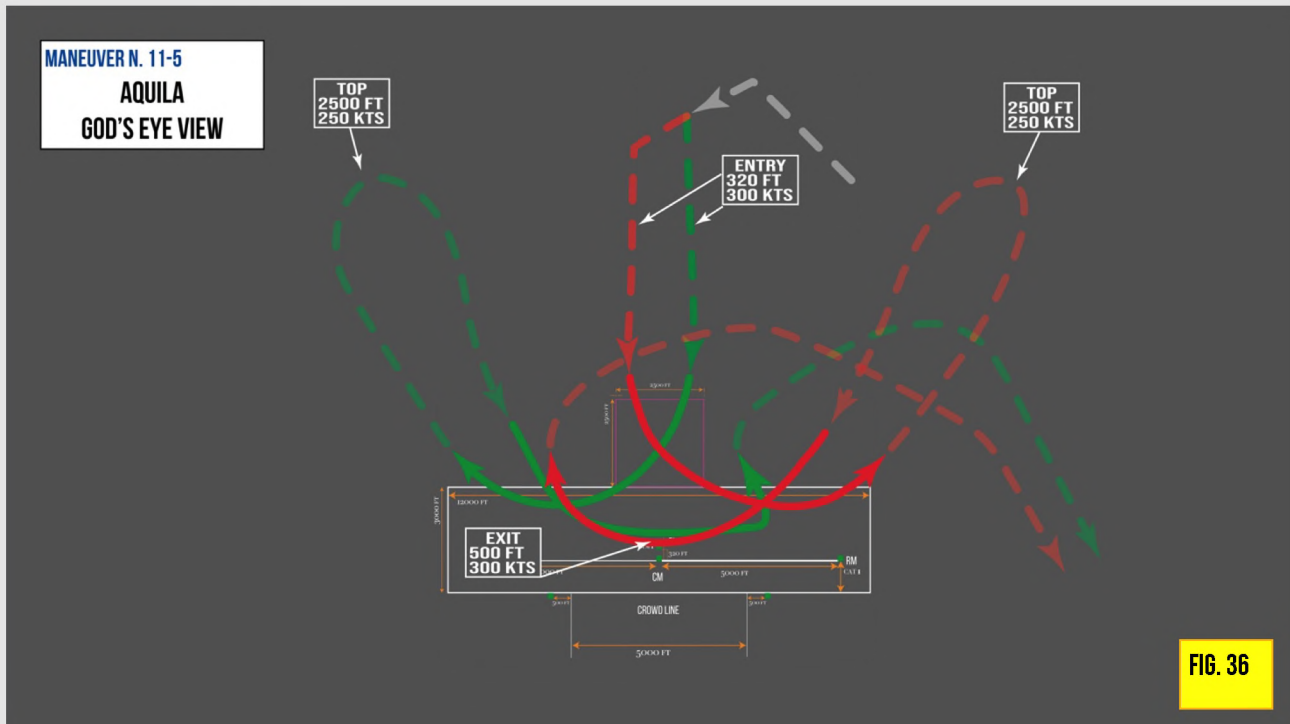
For FLAT SHOW there will be no pull up.

11-5 “AQUILA”

In Case of LOW SHOW or other contingencies AQUILA maneuver can be flown instead of CUORE.

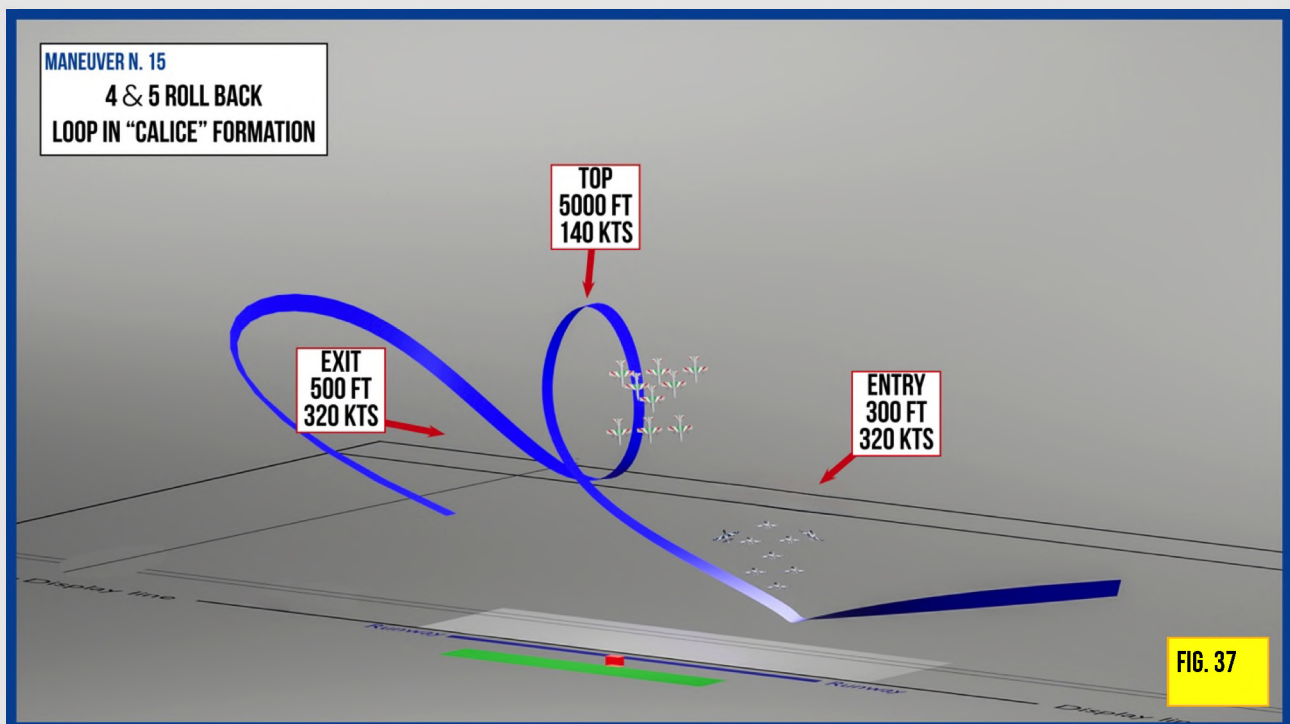
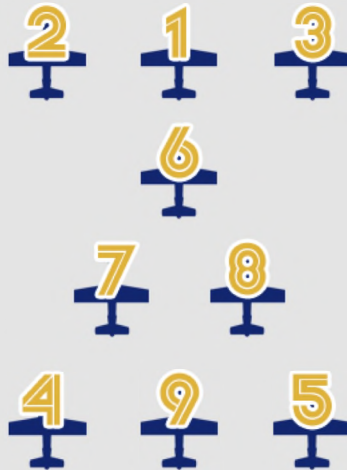
Two sections fly parallel towards the CM, and at the entry altitude and airspeed cross each other in a shallow climb flying in opposite directions. After solo pilot flies his roll inverted roll maneuver (Fig.31), two sections cross again on PM2.

AQUILA IS NOT AEROBATIC



15. 4 & 5 ROLL BACK, LOOP IN "CALICE" FORMATION

Main formation in diamond will come again from the right. Pony4 and Pony5 will symmetrically roll repositioning from the wing of Pony2 and Pony3 respectively to the wing of Pony7 and Pony8. During their roll, Pony2 and Pony3 will move forward in line with Pony1, drawing a chalice shape which will go up and perform a looping.



MANEUVER N. 15
4 & 5 ROLL BACK LOOP
IN CALICE FORMATION
GOD'S EYE VIEW

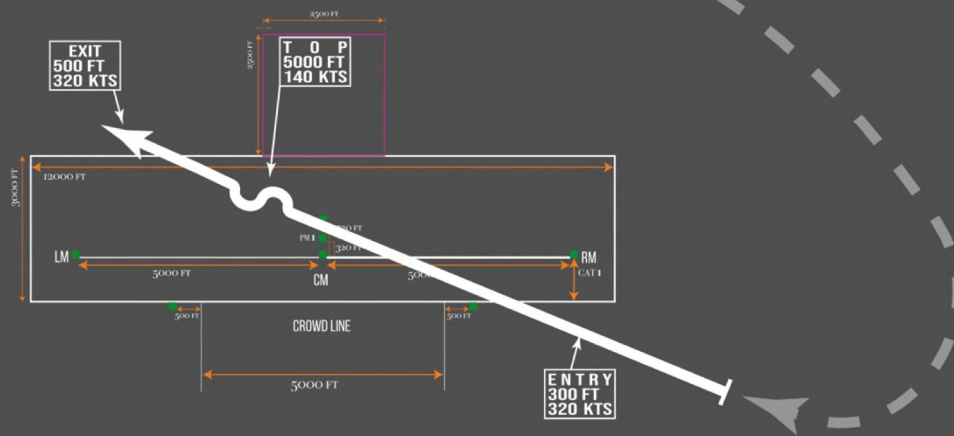


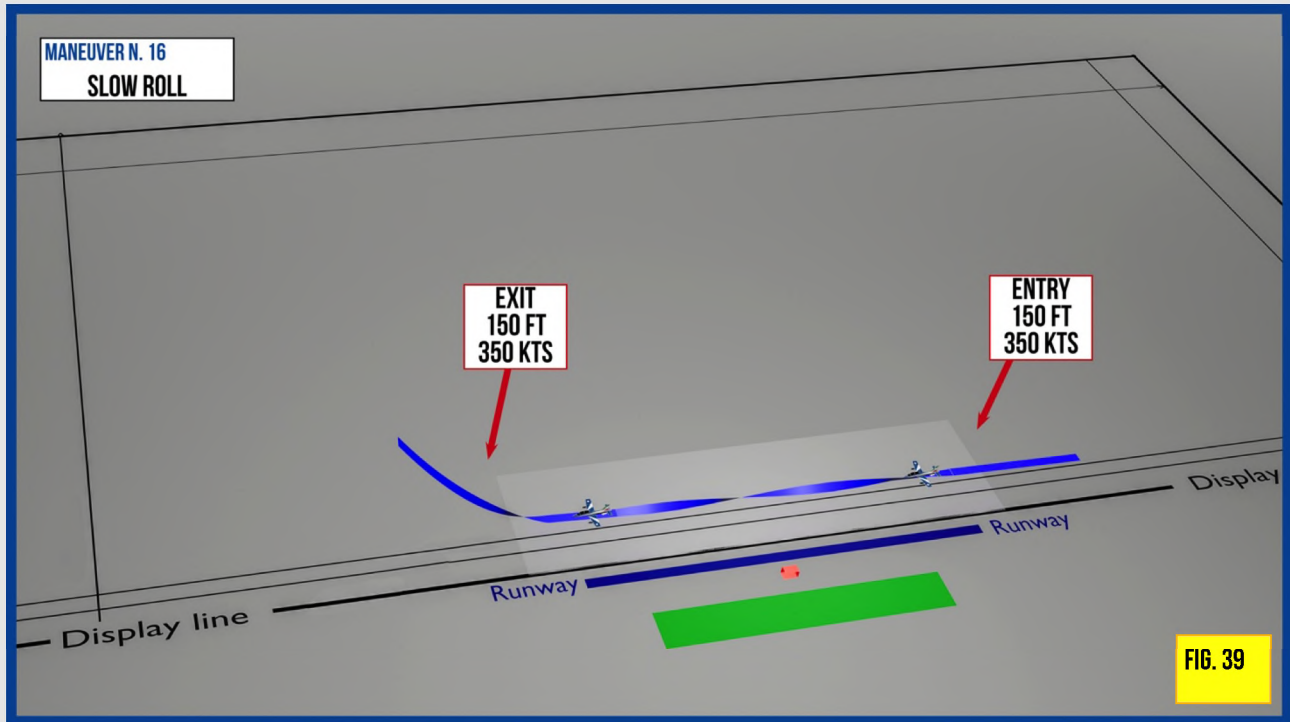
FIG. 38

LOW SHOW: after Pony4 and Pony5 roll back, there will NO loop, main formation will proceed with no heading change repositioning for next maneuver.

FLAT SHOW: after Pony4 and Pony5 roll back, there will NO loop, main formation will perform a 360 right turn in "CALICE" formation.

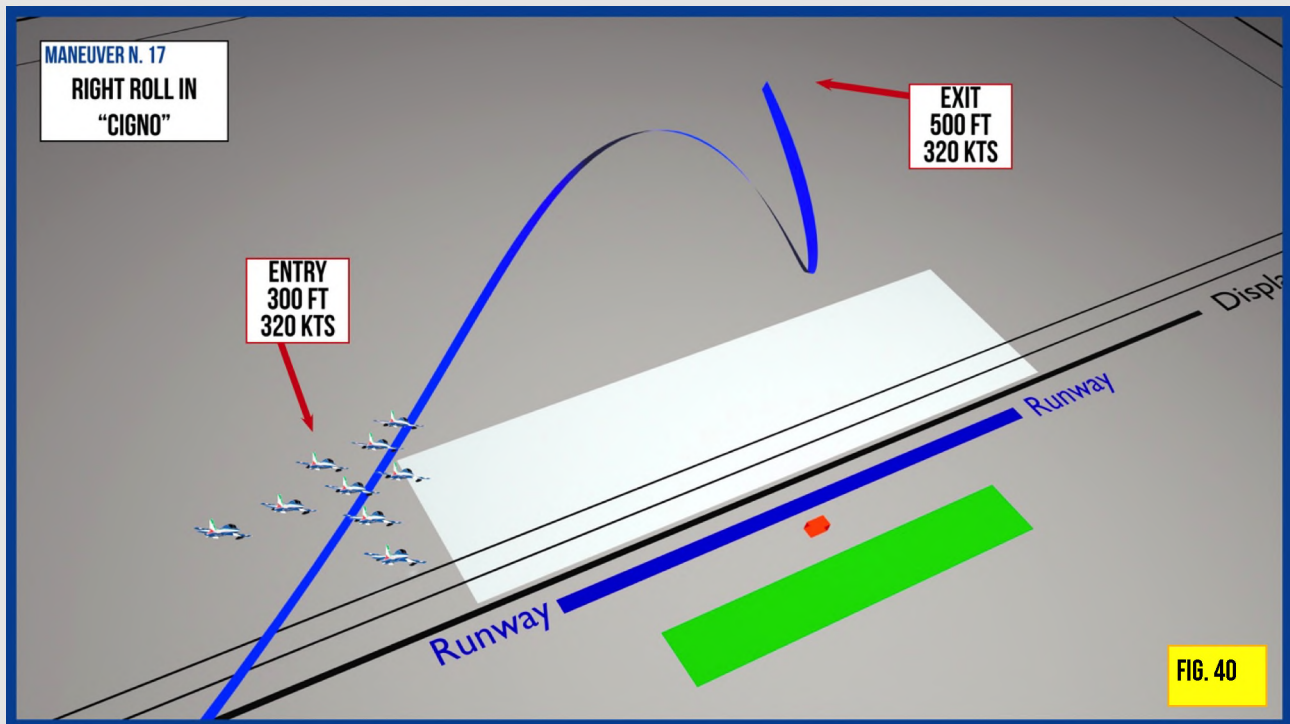
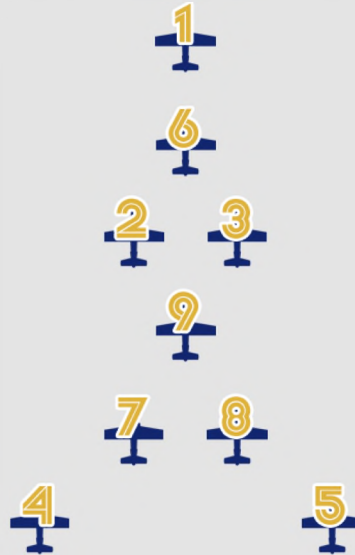
16. SLOW ROLL

Solo Pilot from right to left with his slow roll.



17. RIGHT ROLL IN "CIGNO" FORMATION

From the left Main formation will perform a right barrel roll. A right-handed roll, performed with all wingmen already moved one aircraft back. This is the "CIGNO" formation roll:



MANEUVER N. 17
RIGHT ROLL IN CIGNO

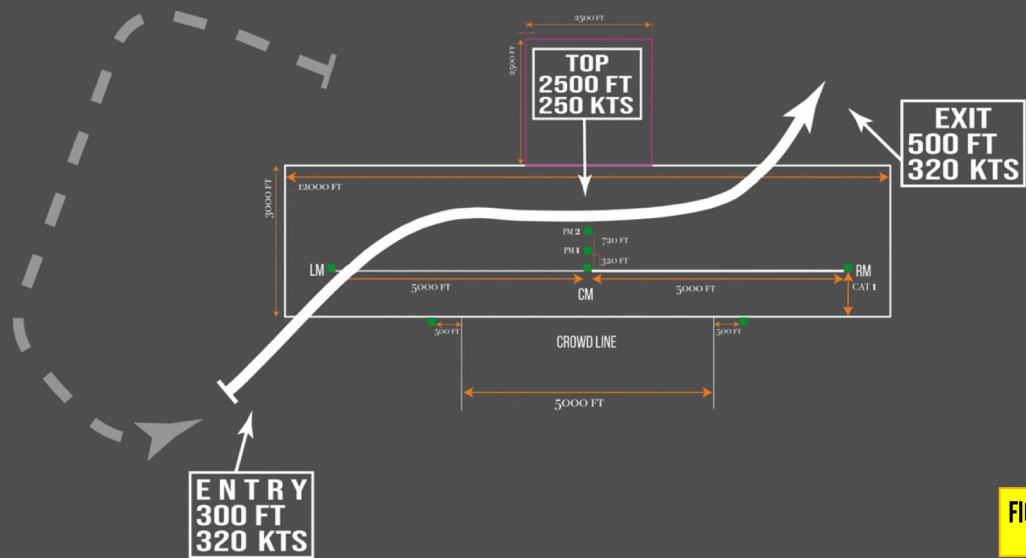
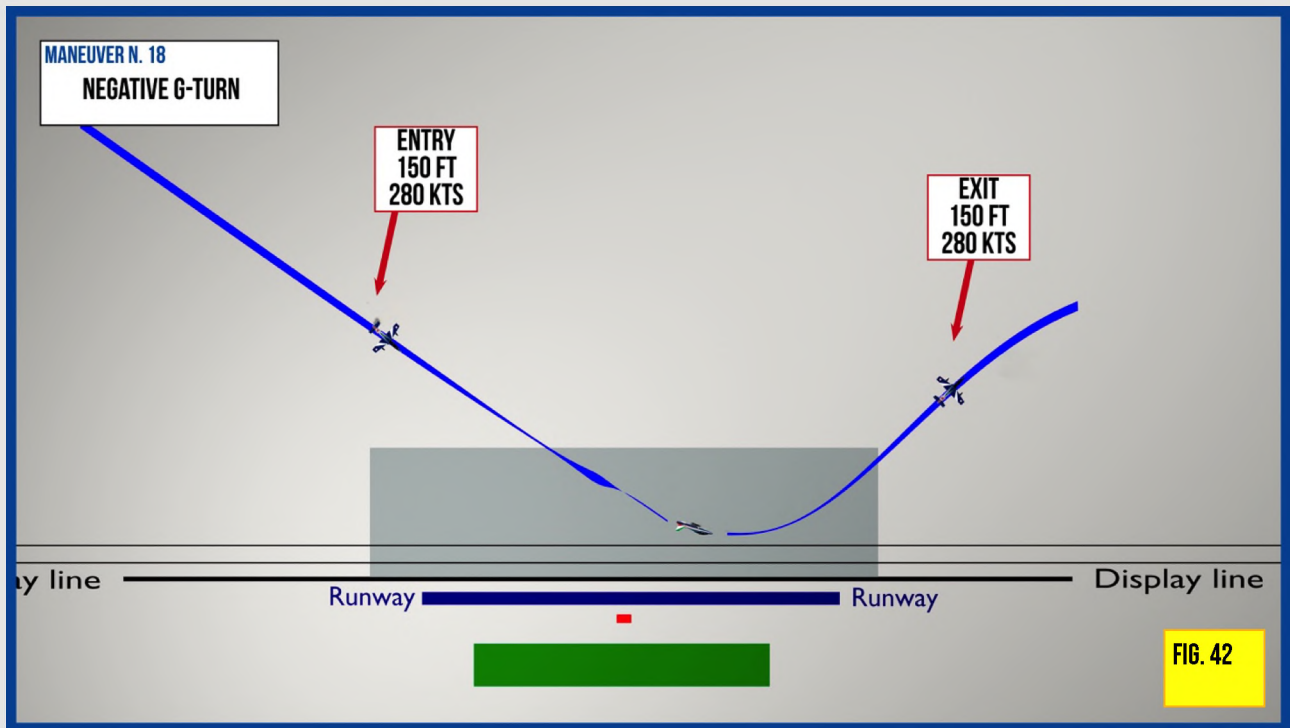


FIG. 41

FLAT SHOW: NO BARREL ROLL, just a straight pass from left to right.

18. NEGATIVE G-TURN

Coming from the left, Solo performs a negative turn. Starting the maneuver solo will roll to the right pushing negative Gs in order to keep turning with no altitude change. After passage heading almost perpendicular to display Solo will level off ending the maneuver.



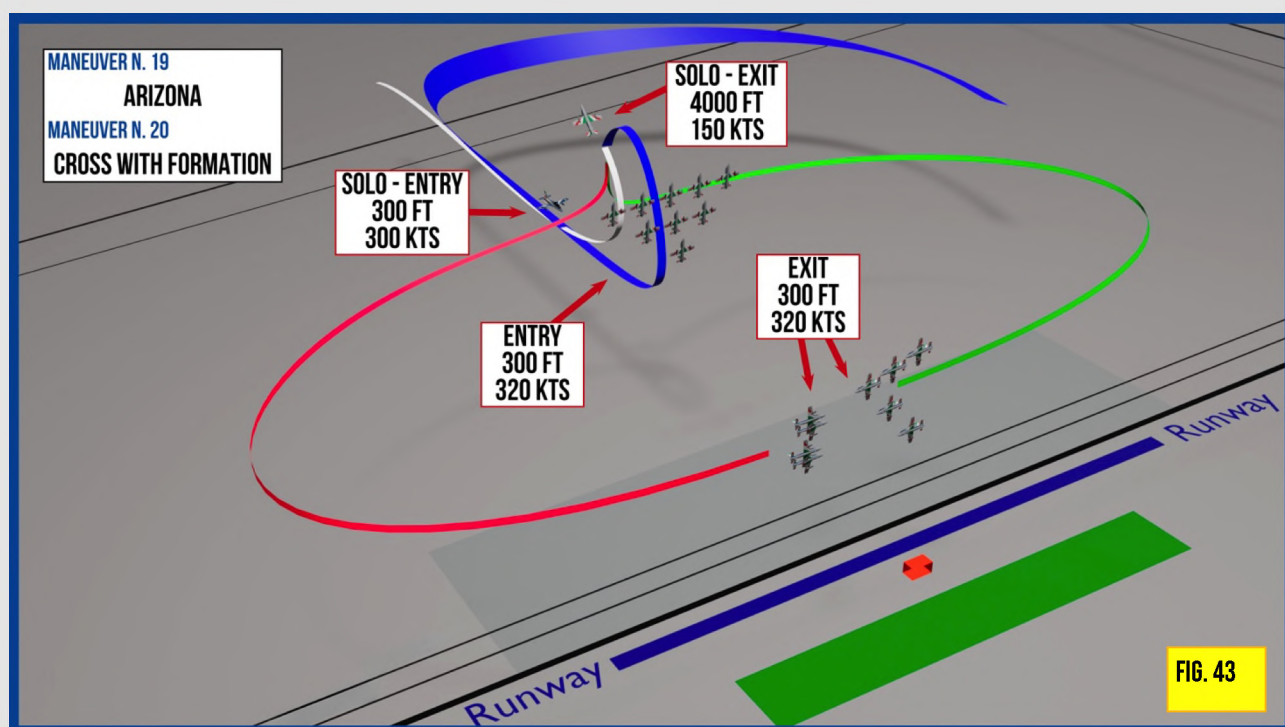
19. “ARIZONA”, CROSS-OVER AND REJOIN – 20.

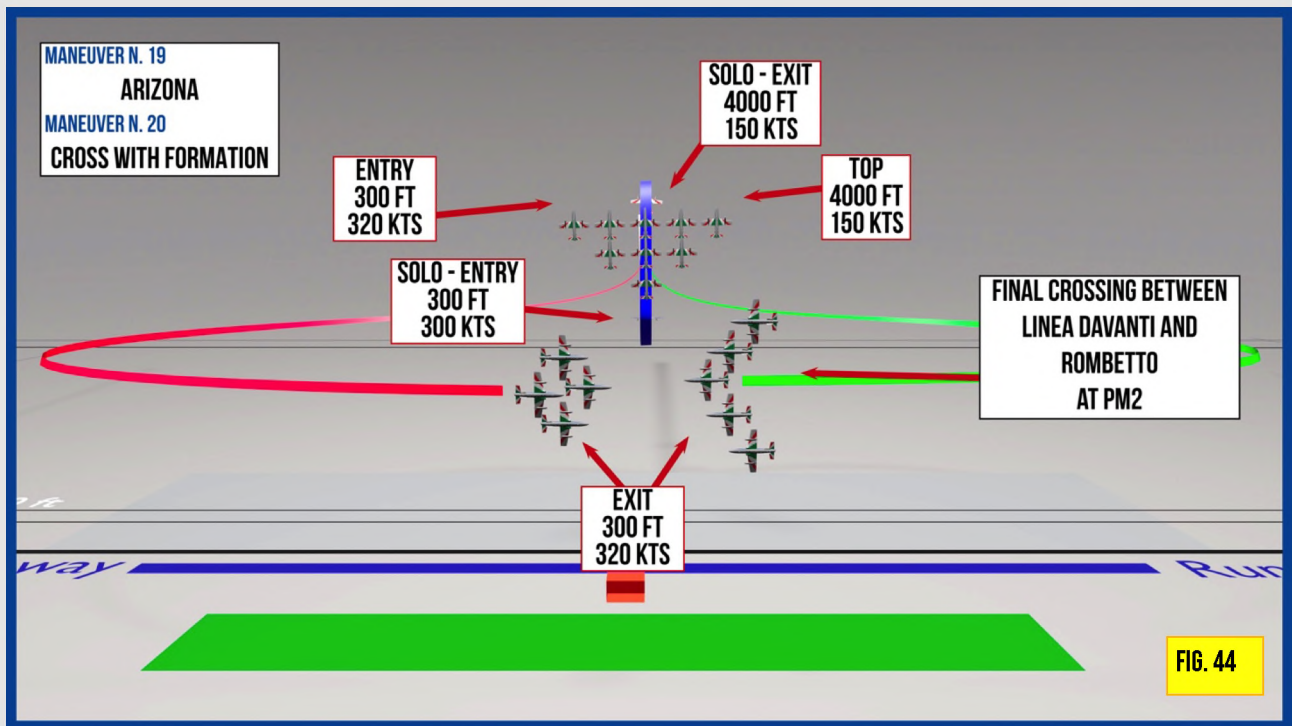
CROSS WITH FORMATION

Main formation comes perpendicular to display pointing CM with aircrafts placed side by side each other in 3 lines drawing an inverted triangle.

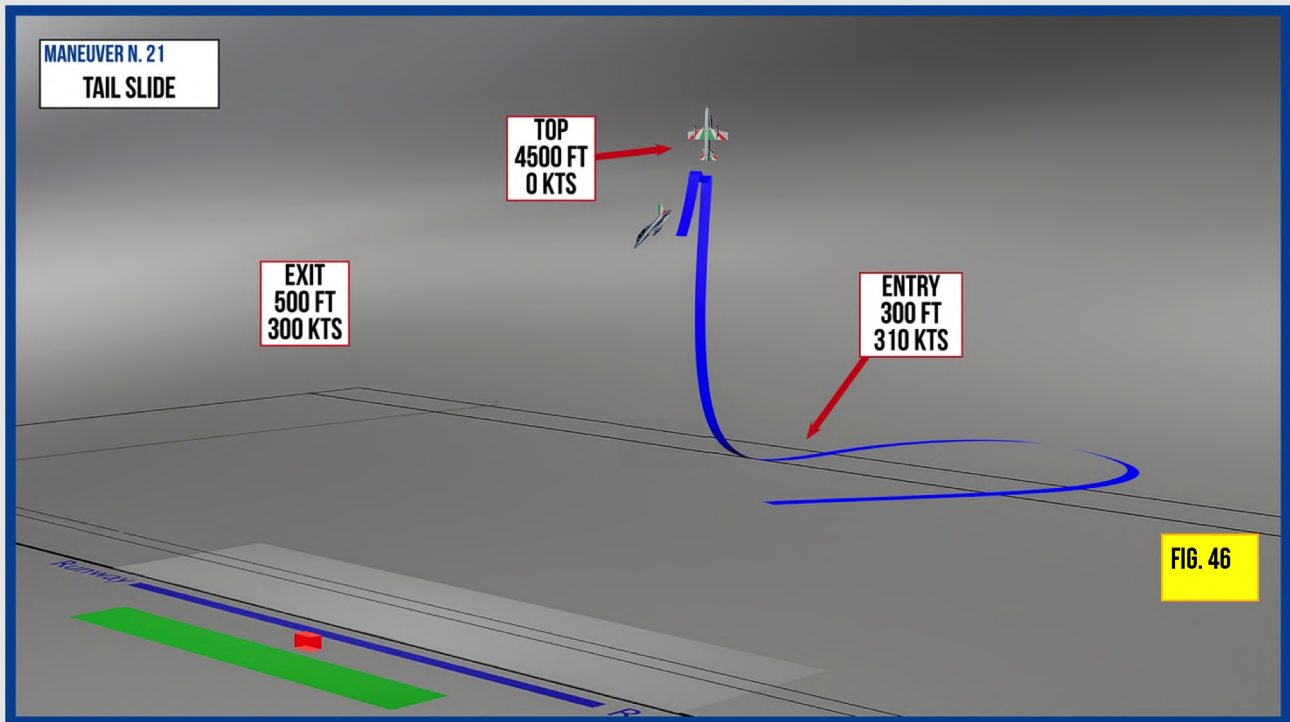
Main formation pulls up for half a looping. When inverted formation splits in “Linea Davanti” and “Rombetto” and solo inserts himself in the separation of the two sections.

After separation both sections will not be aerobatic anymore going for the crossing.





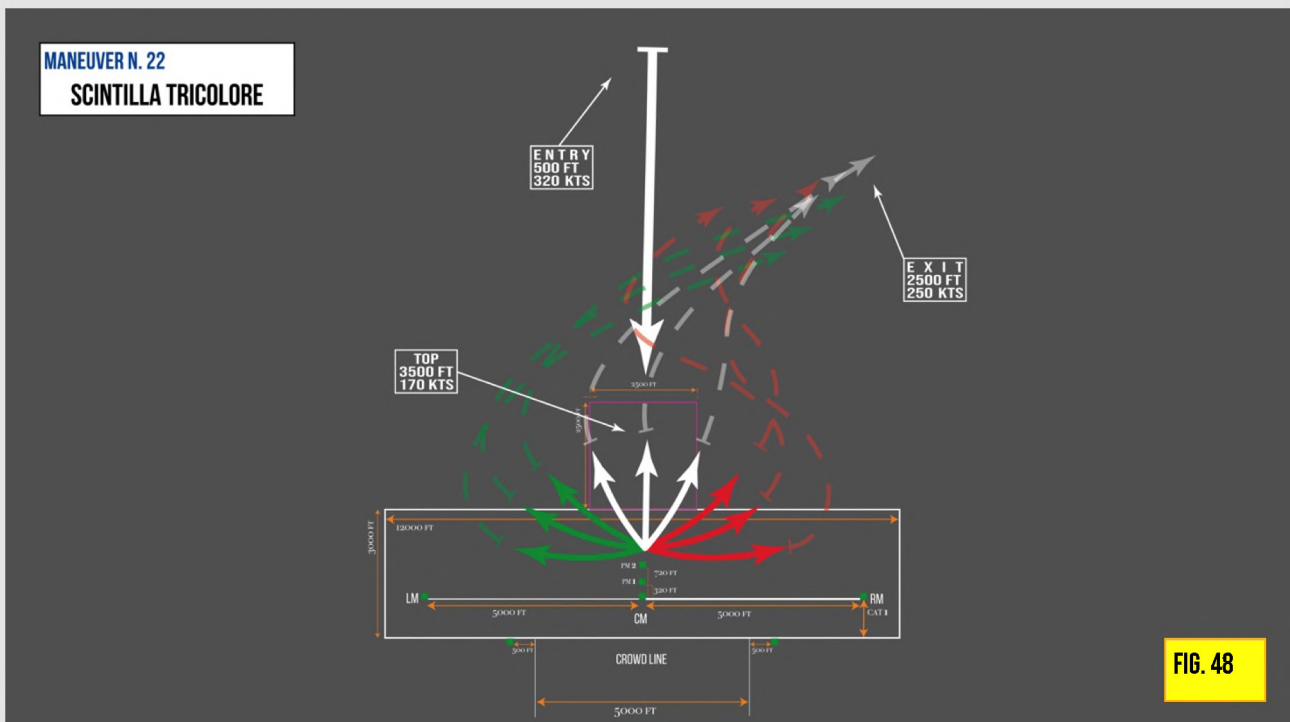
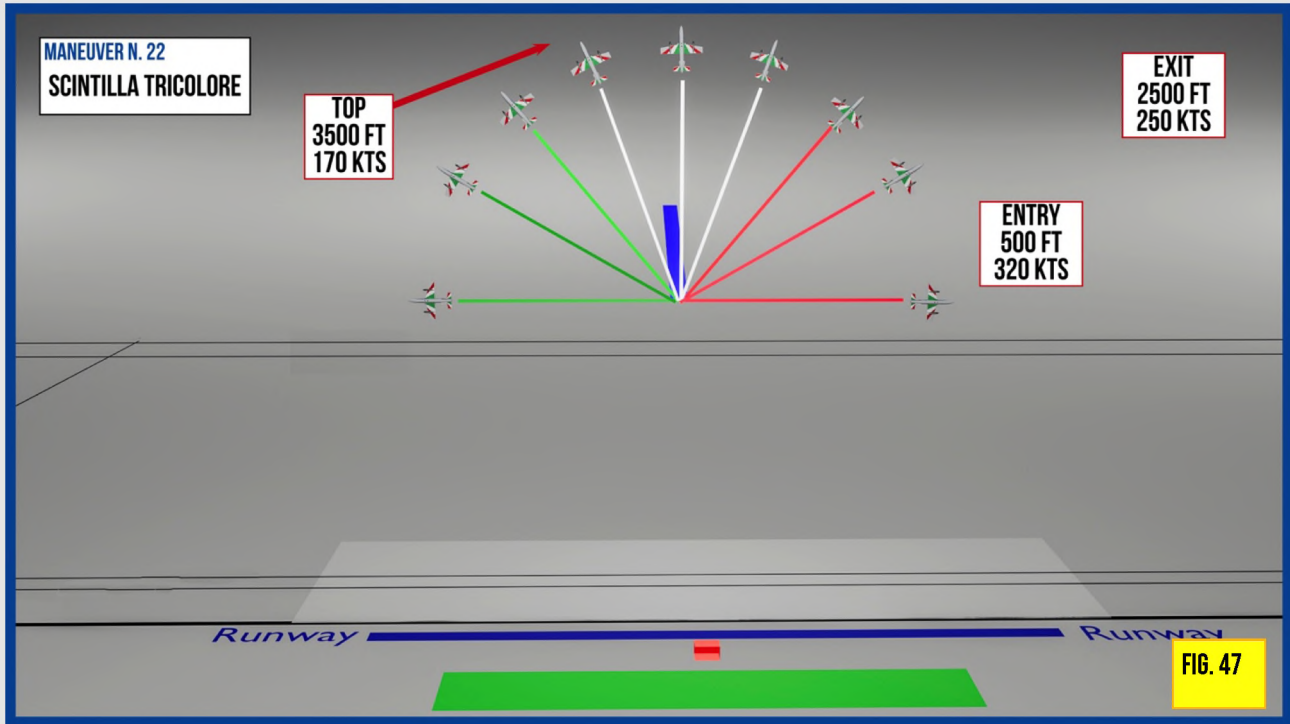
21. TAIL SLIDE



Coming from the front Solo pilot performs a tailslide while formation is rejoining.

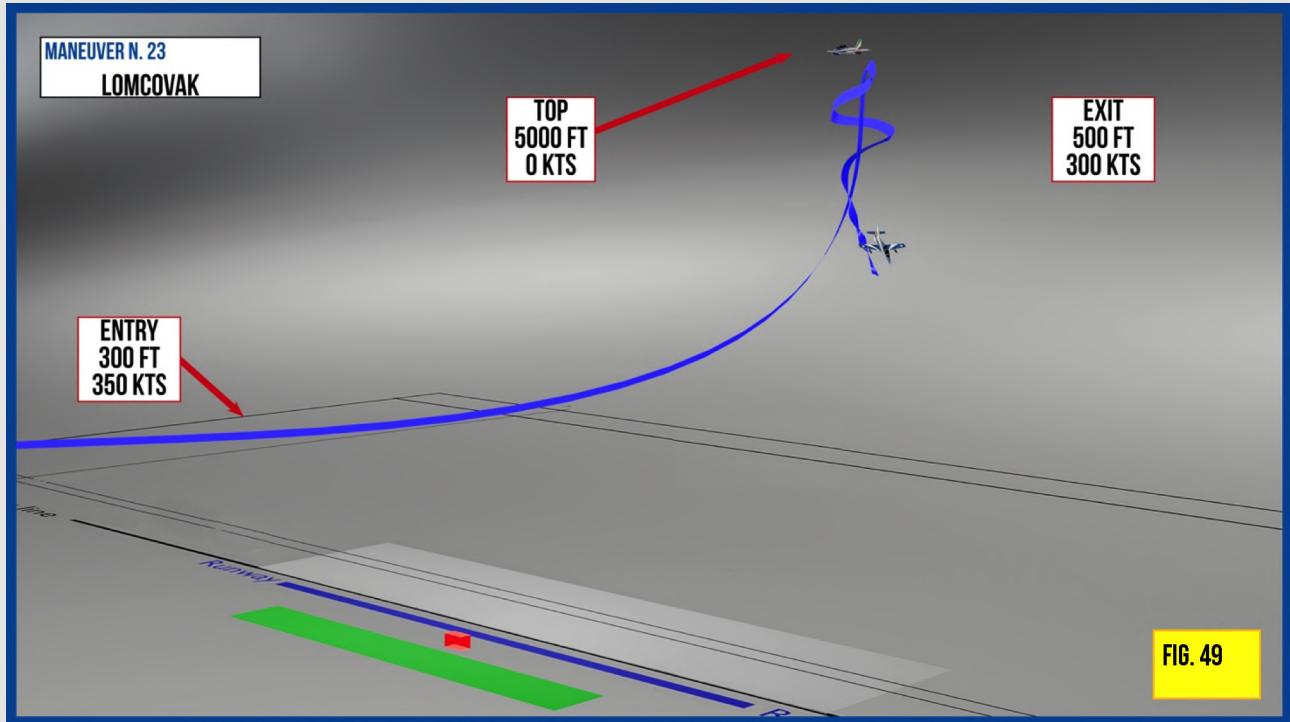
22. “SCINTILLA TRICOLORE”

After completing rejoin, main formation comes from straight in front of the crowd in a diamond formation. Main formation will split in 9 different directions drawing a spark in the air.



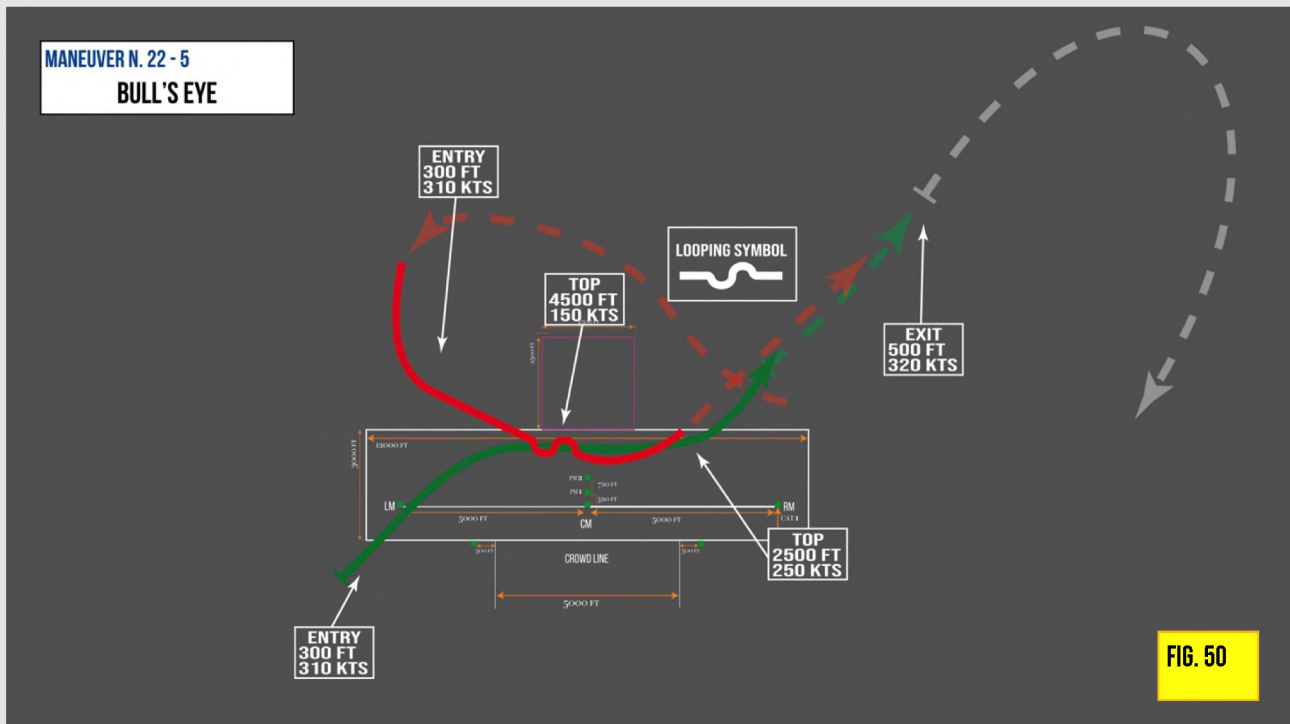
23. LOMCOVAK

Coming from the left Solo pilot performs a Lomcovak while formation is rejoining.



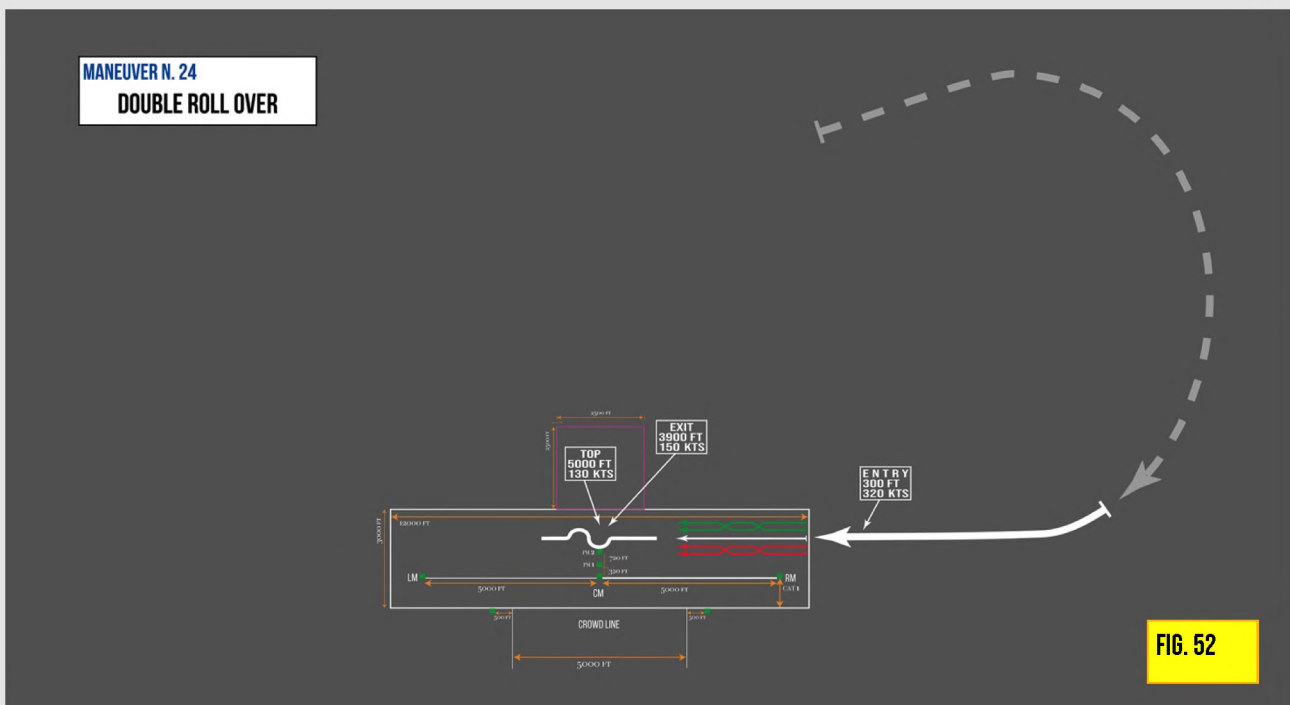
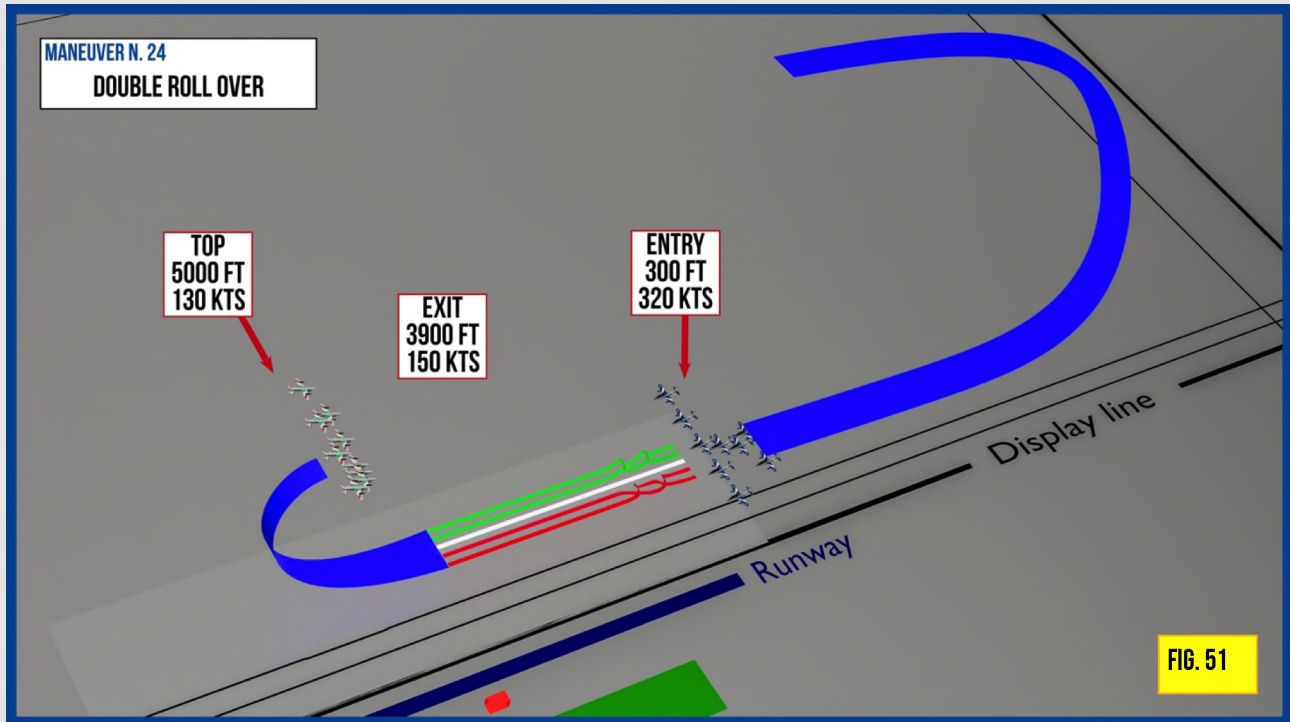
22.5 - BULL'S EYE:

After crossing and Solo tailslide, Rombetto (4 aircraft) will reposition for a loop and Linea Davanti (5 aircraft) will reposition for a barrel roll as shown. Rombetto during looping is pointing at the right corner Marker and then will exit parallel.



24.DOUBLE ROLL OVER

After completing rejoin, main formation comes from the right. Pony1 to 5 in a line. Pony2 and 4, Pony3 and 5 perform the double roll changing their position by the means of a tonneau.



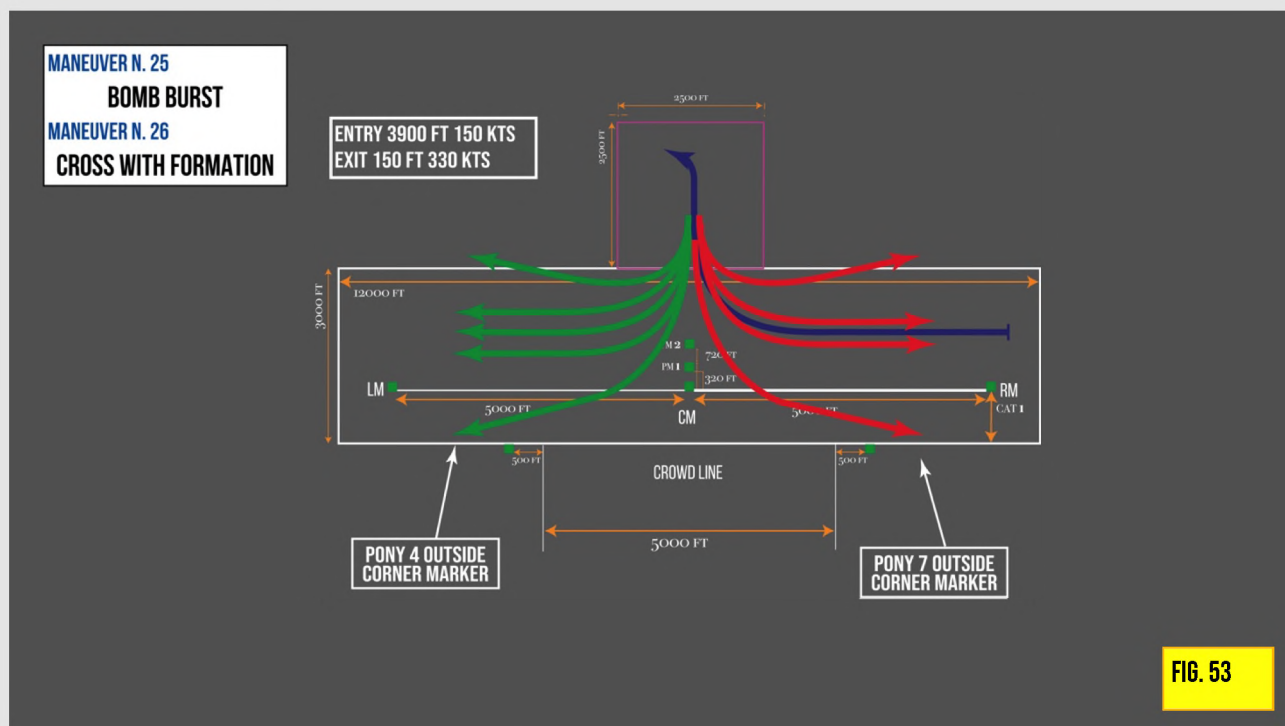
25. "BOMBA" BURST – 26. CROSS WITH FORMATION

After double roll over, passing over PM2 Main formation change aircrafts position shaping a big pyramid climbing up performing a loop parallel to the display line.



At about 3900 Ft 150 Kts when pointing to the ground, Main formation will split 9 aircrafts in 9 different directions proceeding away from CM while Solo will insert himself (blu line in Fig.53) in the formation split.

5 aircrafts ("Linea Davanti" in green in fig 53) will go left and 4 aircrafts ("Rombetto" in red in Fig.53) go to the right.



MANEUVER N. 25

BOMB BURST

53

27. "BOMBA" CROSS OVER AND REJOIN

Coming down after the loop with roll each Pony will fly towards his reference point and level off at expected height.

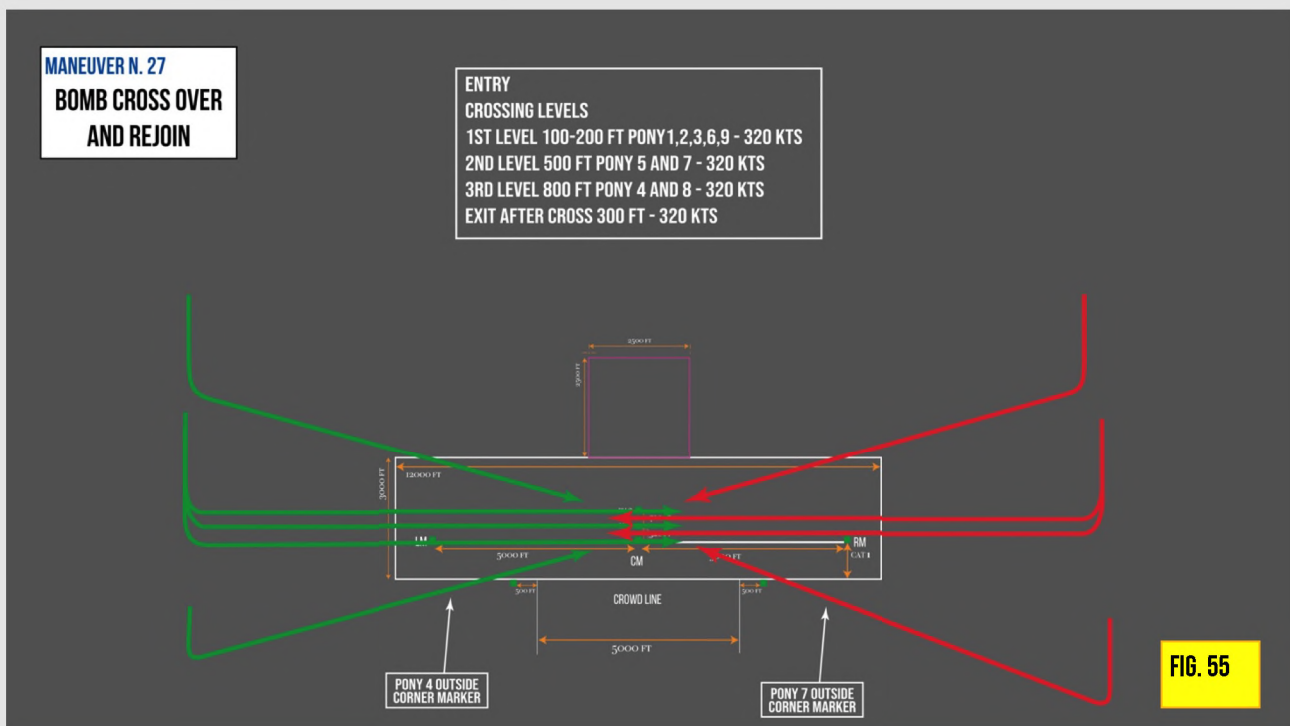
Crossing levels

1st Level 100-200 Ft Pony1,2,3,6,9

2nd Level 500 Ft Pony5 ad 7

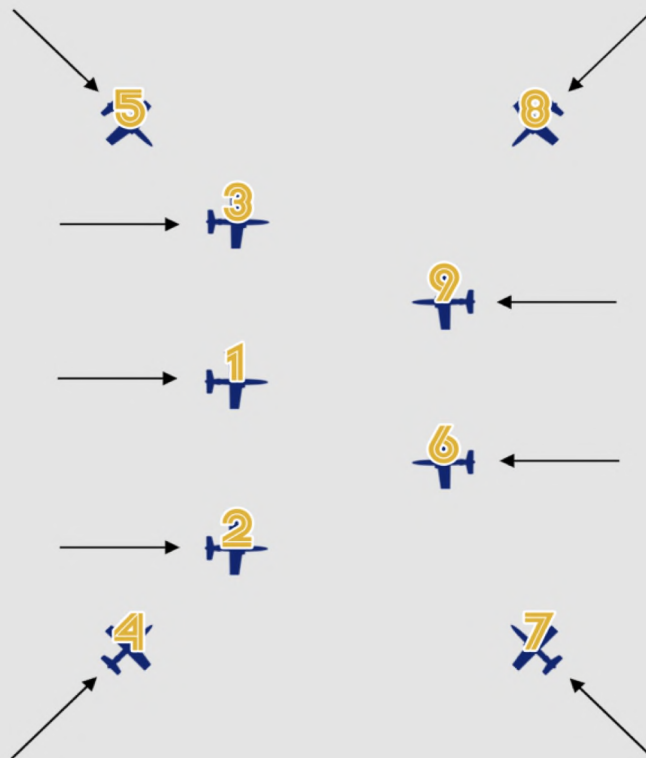
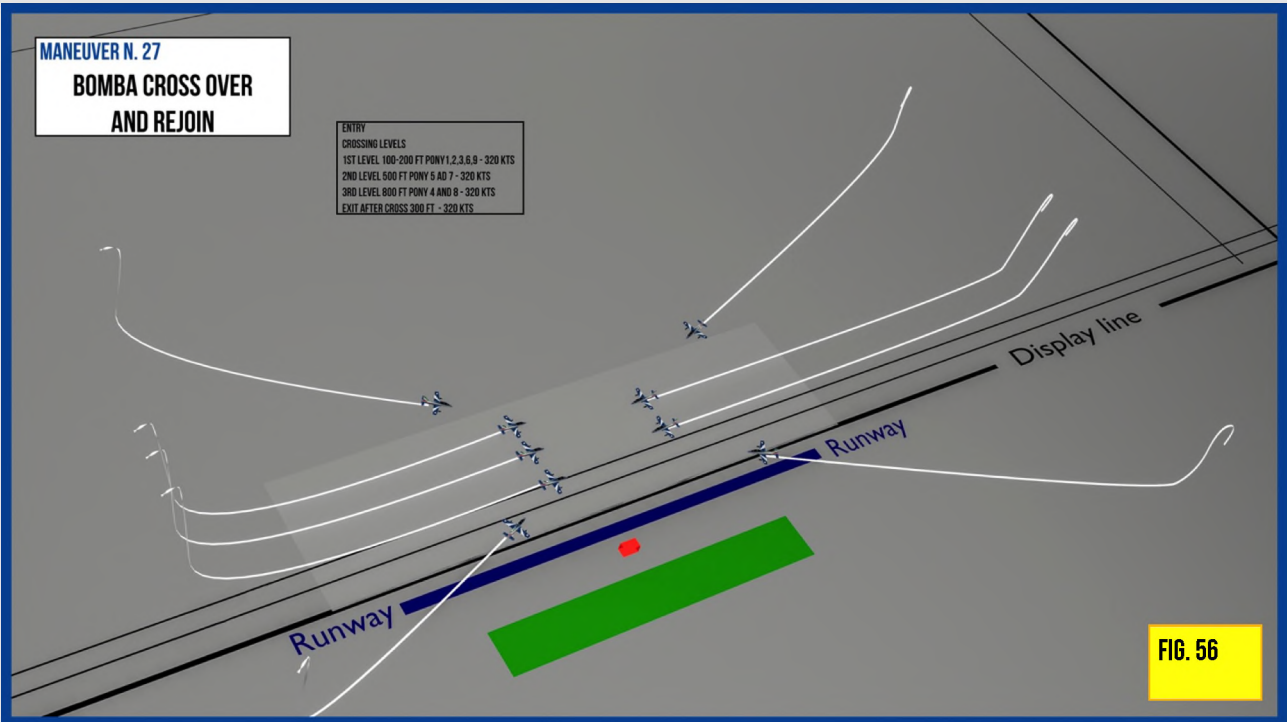
3rd level 800 Ft Pony4 and 8

After crossing each section will first rejoin separately.



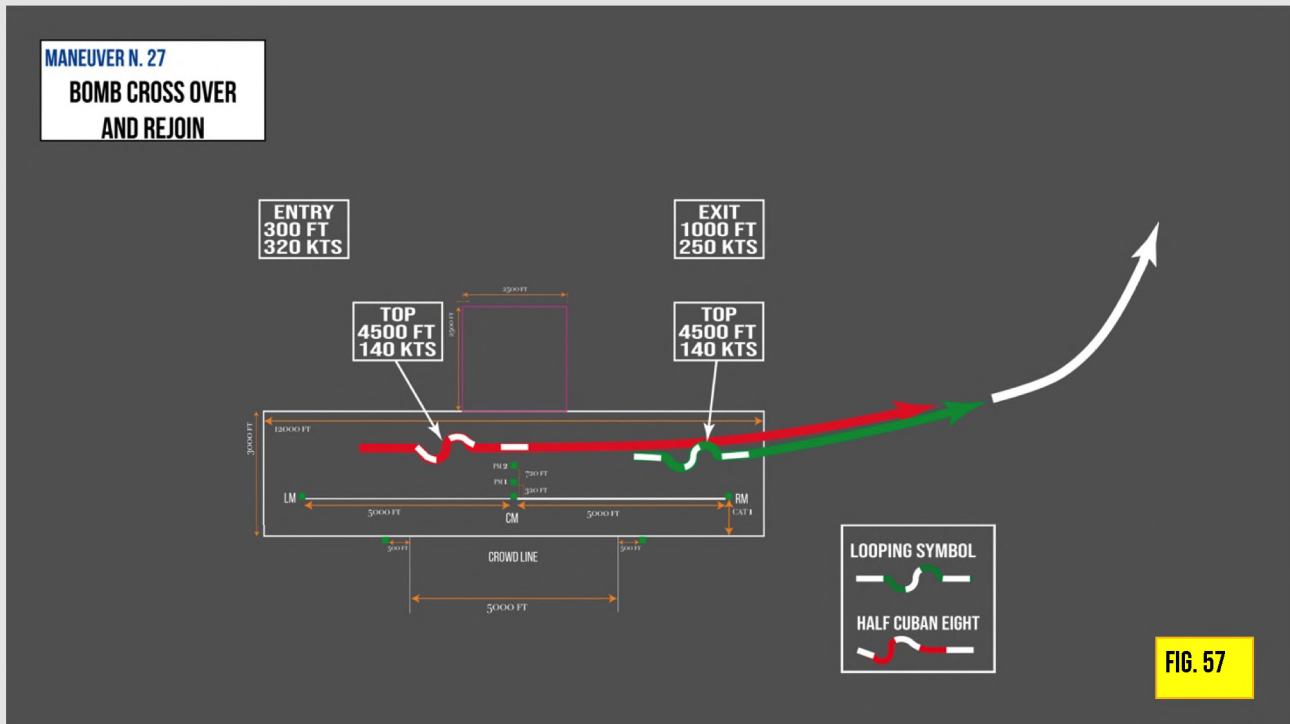
MANEUVER N. 27
BOMBA CROSS OVER
AND REJOIN

ENTRY
 CROSSING LEVELS
 1ST LEVEL 100-200 FT PONY 1,2,3,6,9 - 320 KTS
 2ND LEVEL 500 FT PONY 5 AD 7 - 320 KTS
 3RD LEVEL 800 FT PONY 4 AND 8 - 320 KTS
 EXIT AFTER CROSS 300 FT - 320 KTS



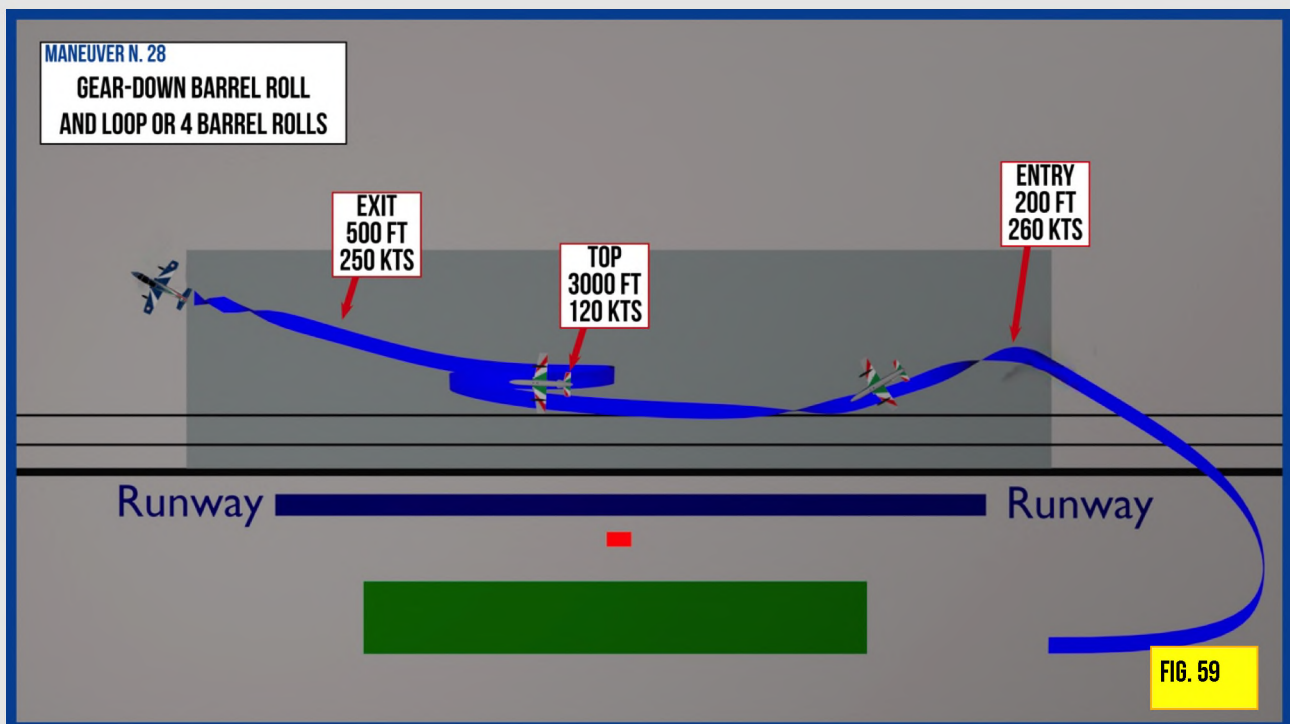
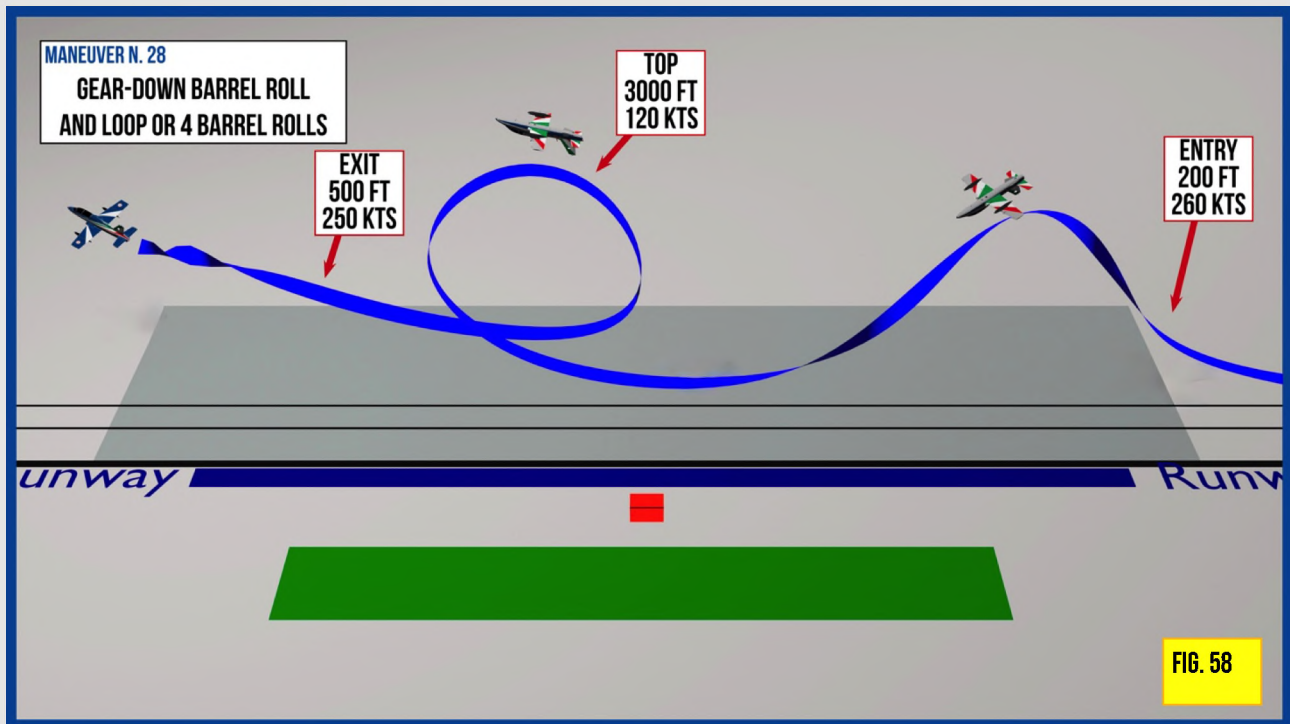
After cross “Linea Davanti” (green lines) and “Rombetto” (red lines) are flying opposite.

To become a close group again and reassemble the main formation “Linea Davanti” will perform another loop and “Rombetto” will fly an half Cuban-eight. (Fig.57).



28. GEAR-DOWN BARREL ROLL & LOOP OR 4 BARREL ROLLS

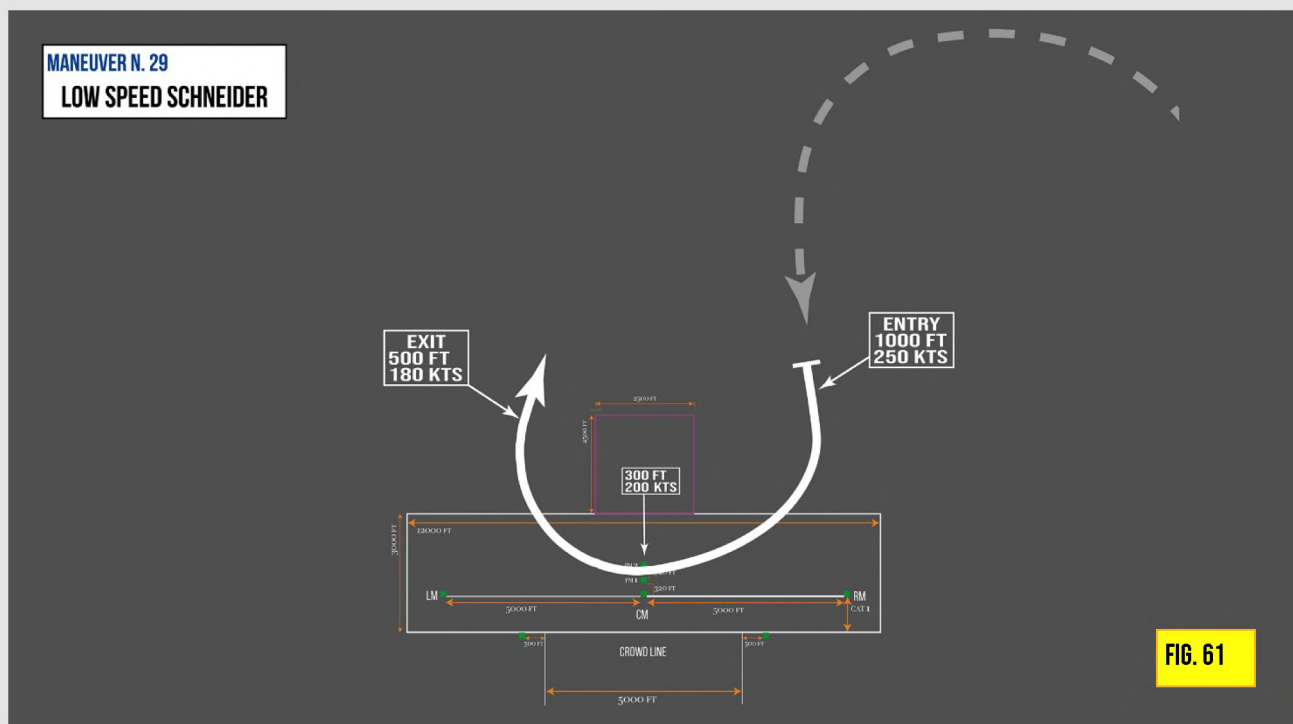
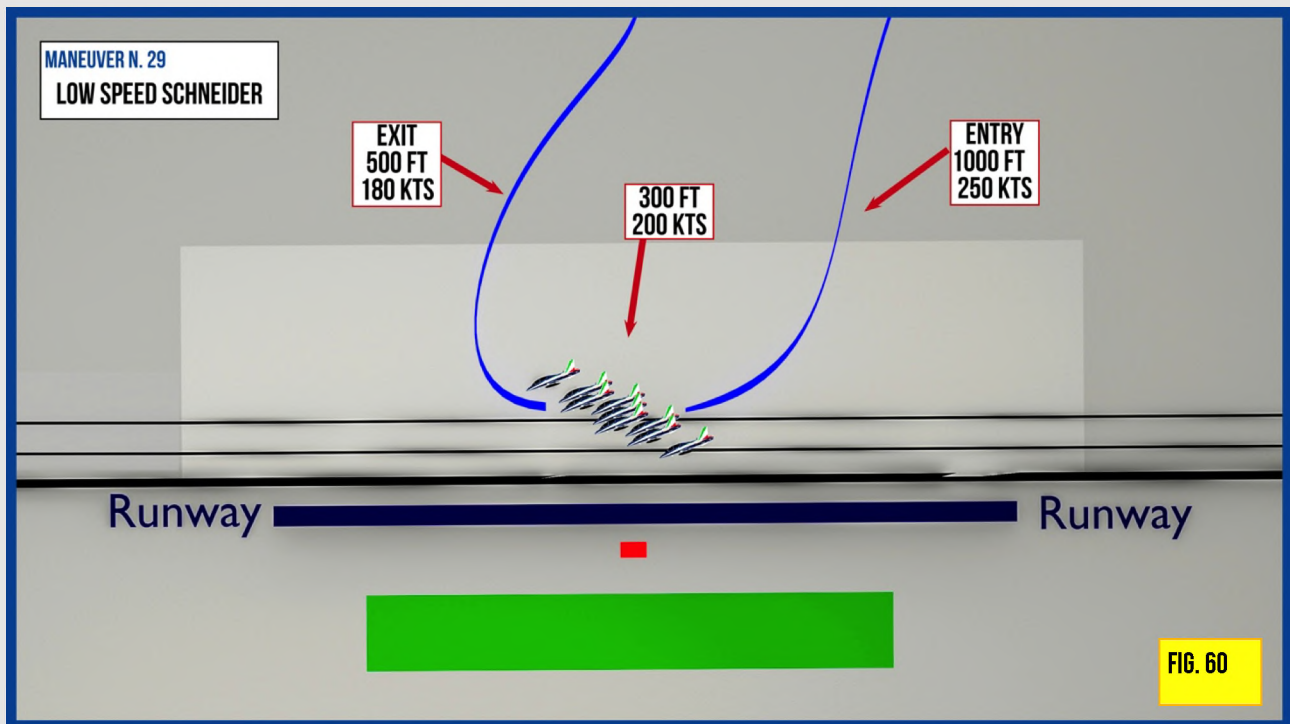
Coming from the right Solo pilot performs a barrel roll and a looping with the gear down. In case solo Pilot performs 4 barrel rolls (due to weather conditions - as in low or flat show), it will be a repetition of the barrel roll depicted in Fig.58/59. During barrel roll solo will point no more than LEFT CORNER MARKER. LOOP is parallel to the display line.



29. LOW SPEED SCHNEIDER

Main formation performs a low speed Schneider turn with the aero-brake extended.

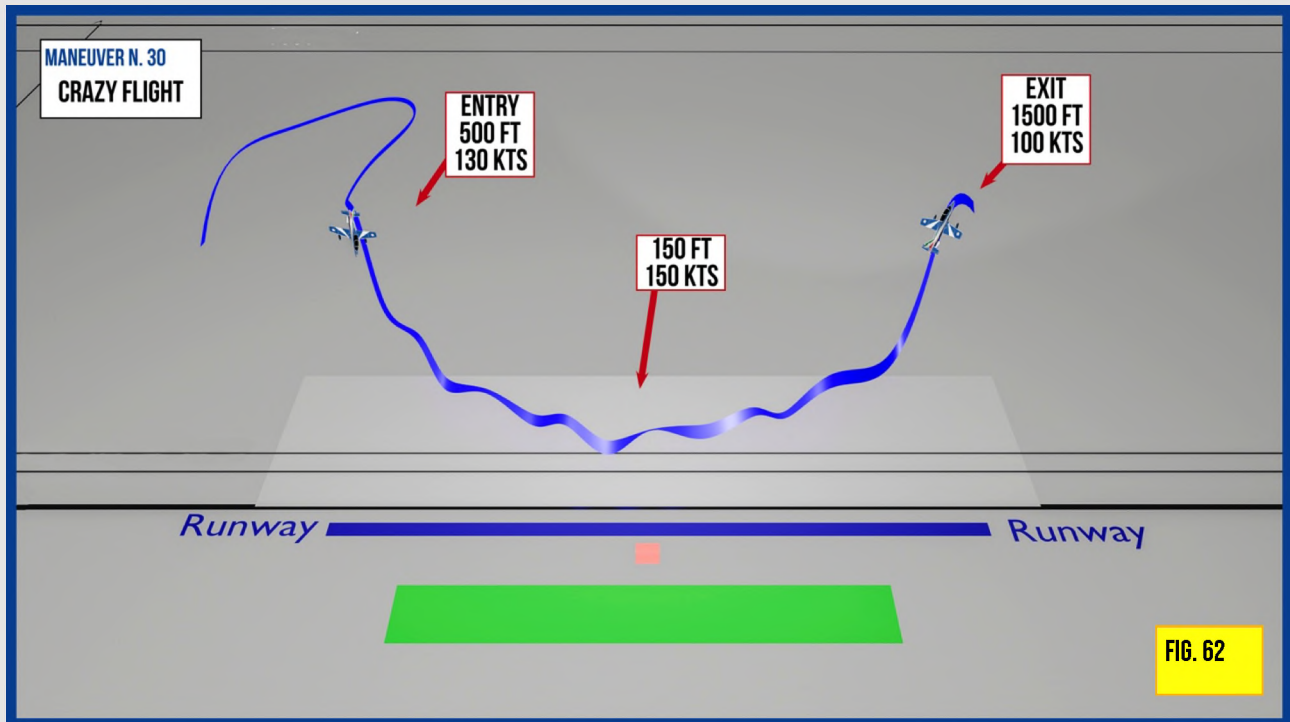
Low speed Schneider is NOT an aerobatic maneuver.



30. CRAZY FLIGHT

Coming from the front, Solo pilot performs the "Crazy Flight".

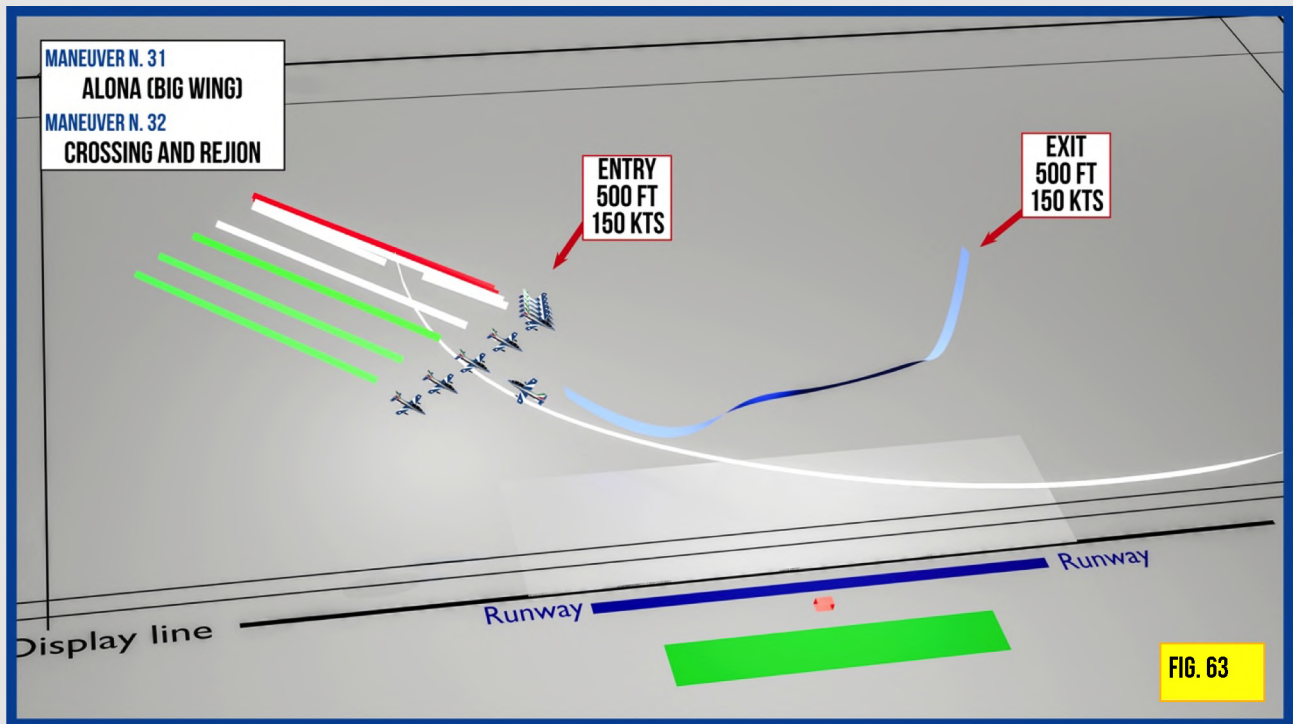
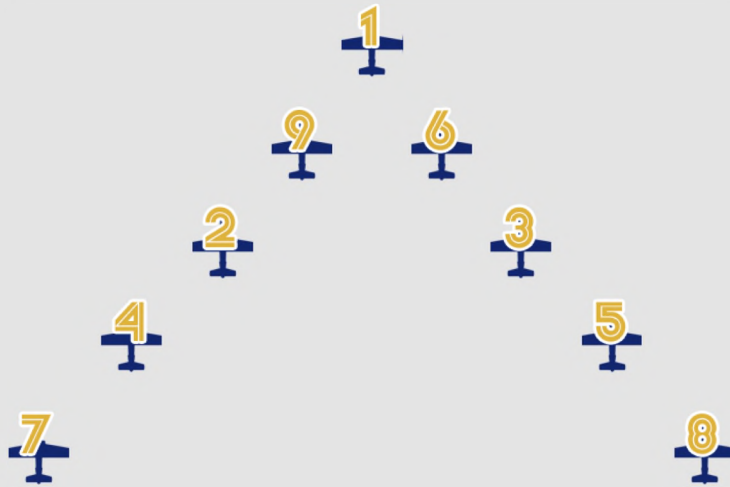
Crazy Flight is NOT an aerobatic maneuver.



AND REJOIN

maneuver of the show with the solo pilot passing through our National flag.

will fly a smooth a shallow climb left turn being parallel to the display on the PM2.



MANEUVER N. 31
 ALONA (BIG WING)
 MANEUVER N. 32
 CROSSING AND REJON

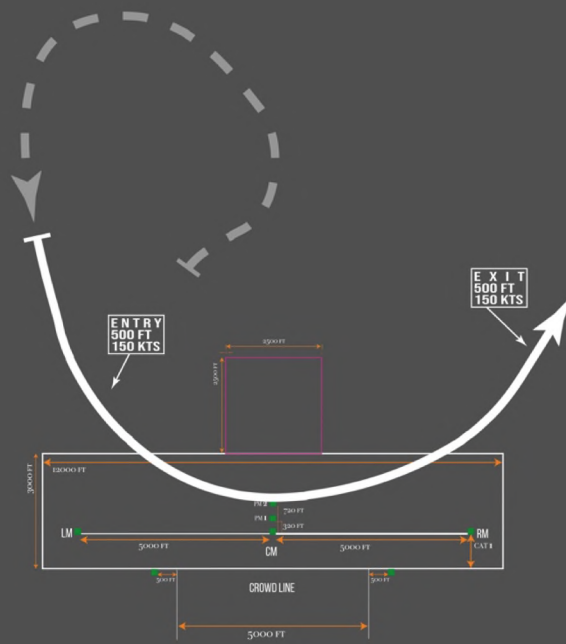


FIG. 64

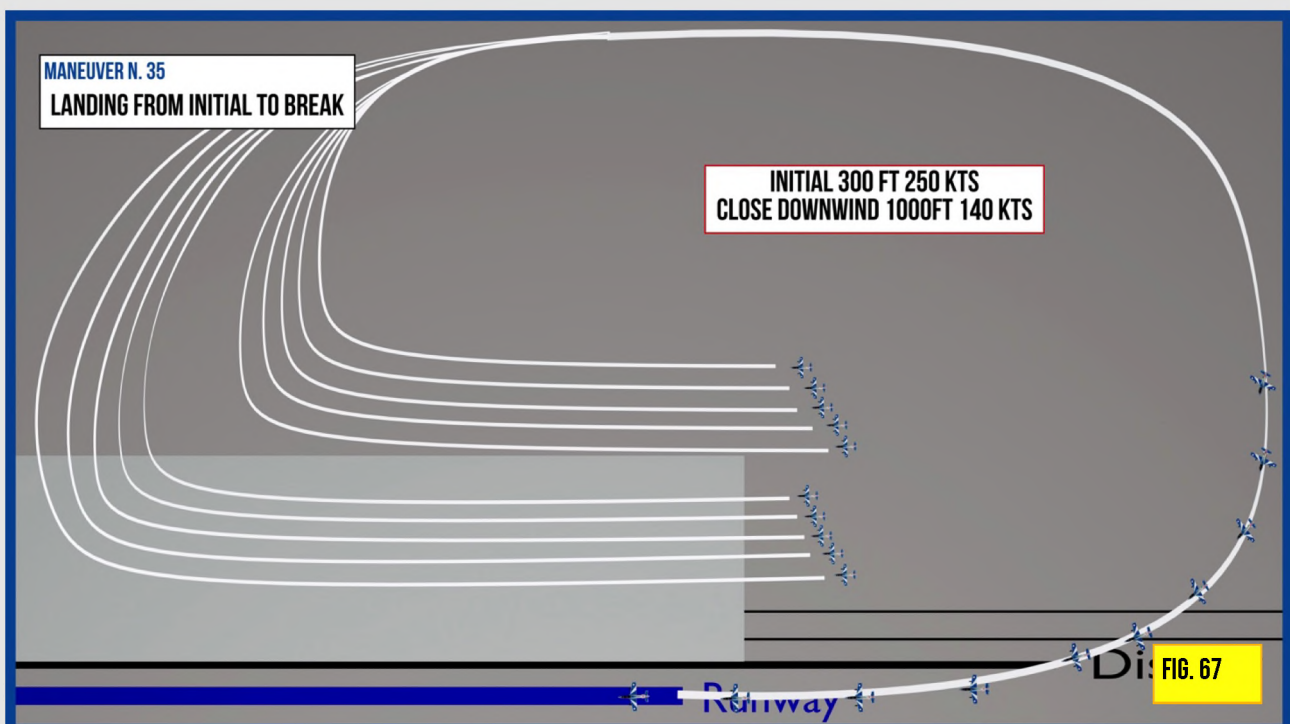
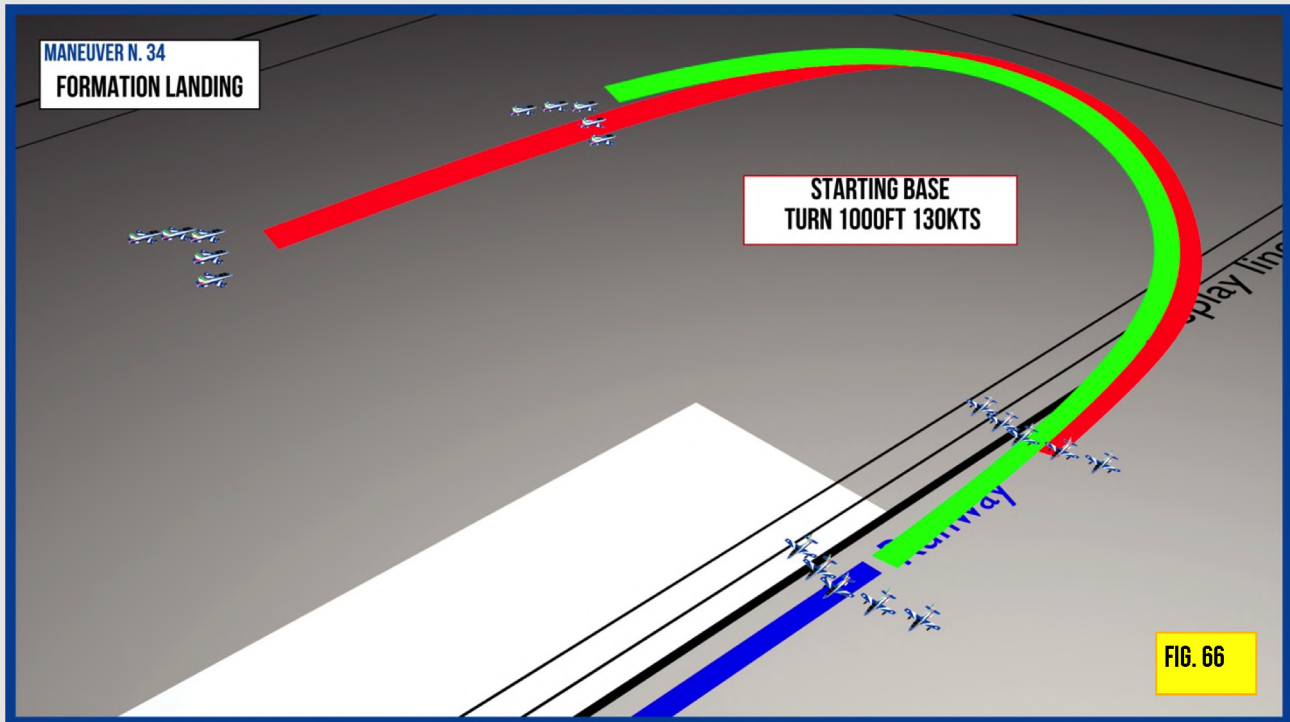
In case fuel is not a factor main formation will fly a shallow right turn being parallel to the display line on PM2. Solo pilot will perform a continuous roll around the formation.



34. LANDING

If we fly “Siberiana”, we will reposition for initial to break landing;

If we don’t fly “Siberiana” (runway, weather, birds status, etc. permit) after Alona solo pilot will rejoin for a formation landing in two sections 15 seconds apart.







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