

Intermediate Alternatif Connu

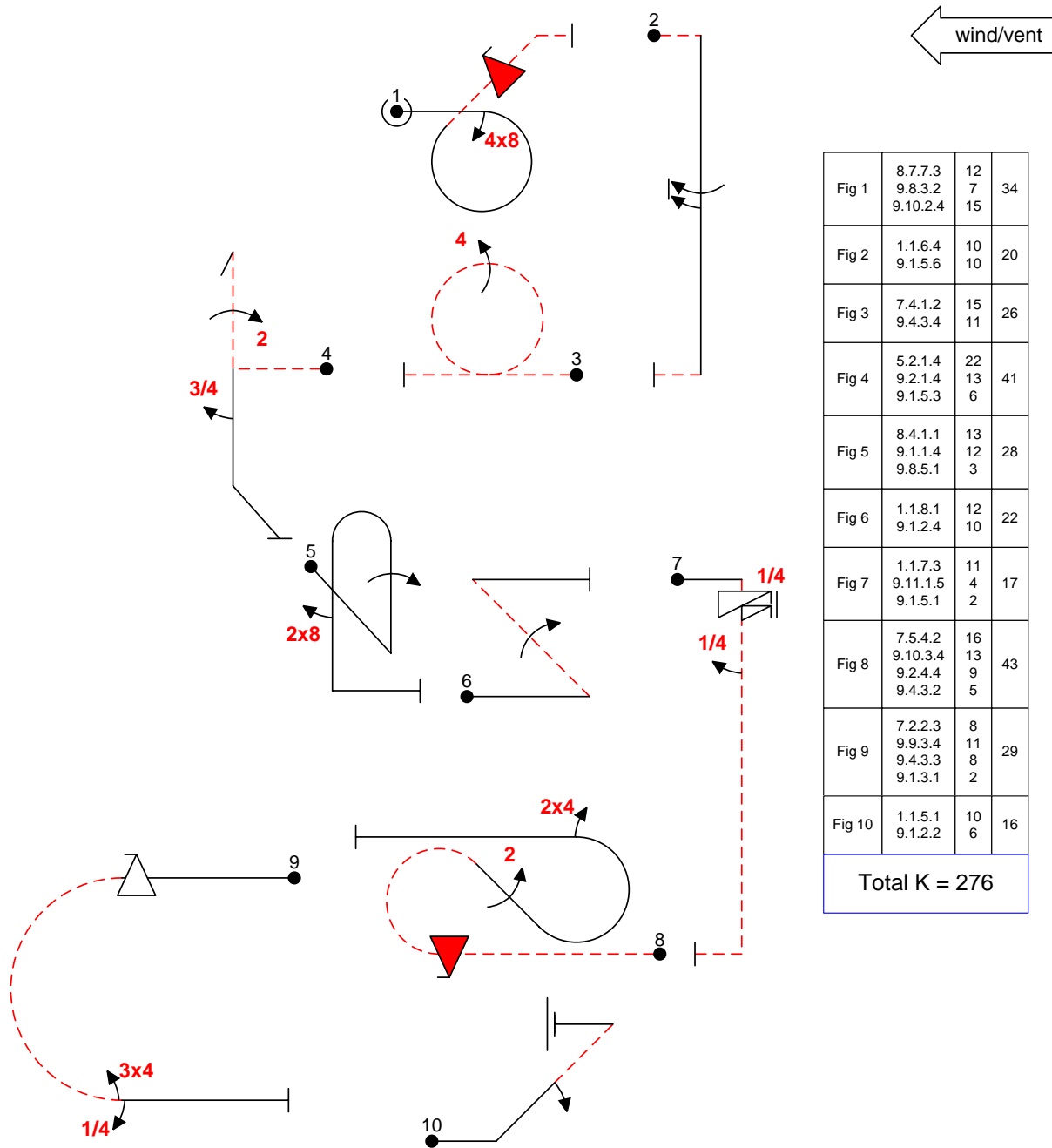


Fig 1	8.7.7.3 9.8.3.2 9.10.2.4	12 7 15	34
Fig 2	1.1.6.4 9.1.5.6	10 10	20
Fig 3	7.4.1.2 9.4.3.4	15 11	26
Fig 4	5.2.1.4 9.2.1.4 9.1.5.3	22 13 6	41
Fig 5	8.4.1.1 9.1.1.4 9.8.5.1	13 12 3	28
Fig 6	1.1.8.1 9.1.2.4	12 10	22
Fig 7	1.1.7.3 9.11.1.5 9.1.5.1	11 4 2	17
Fig 8	7.5.4.2 9.10.3.4 9.2.4.4 9.4.3.2	16 13 9 5	43
Fig 9	7.2.2.3 9.9.3.4 9.4.3.3 9.1.3.1	8 11 8 2	29
Fig 10	1.1.5.1 9.1.2.2	10 6	16
Total K = 276			

Intermediate Alternatif Connu

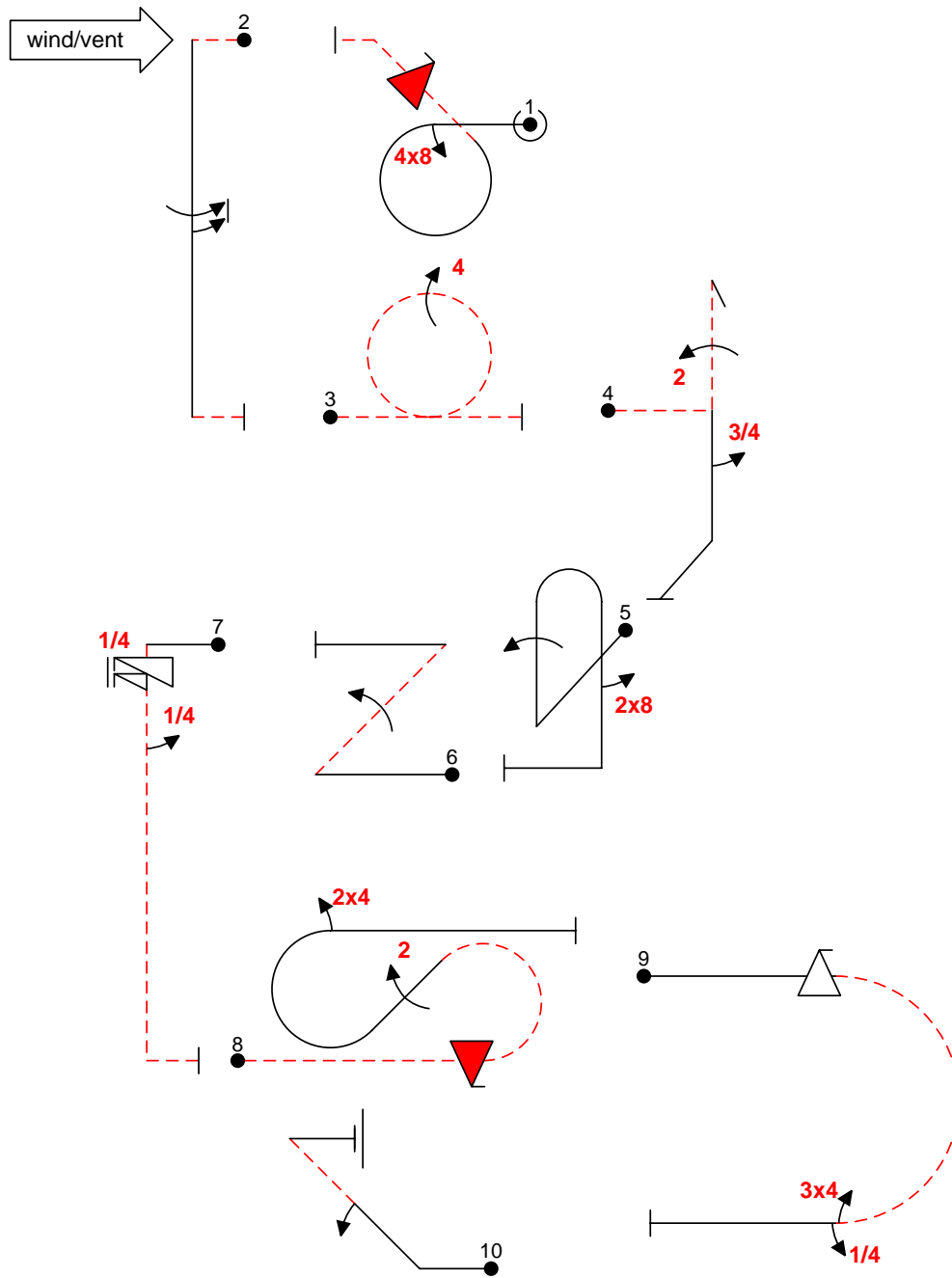


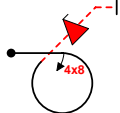
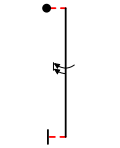
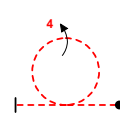
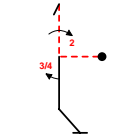
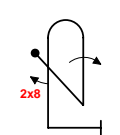
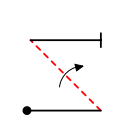
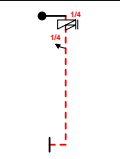
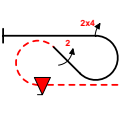
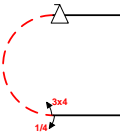
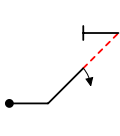
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N° de dossard :

Intermédiaire Alternatif Connu

Vol #

No	Symbole	Cat. No.	K	Total K	Exemple de note :		Remarques
					7	5	
1		8.7.7.3 9.8.3.2 9.10.2.4	12 7 15	34			
2		1.1.6.4 9.1.5.6	10 10	20			
3		7.4.1.2 9.4.3.4	15 11	26			
4		5.2.1.4 9.2.1.4 9.1.5.3	22 13 6	41			
5		8.4.1.1 9.1.1.4 9.8.5.1	13 12 3	28			
6		1.1.8.1 9.1.2.4	12 10	22			
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9		7.2.2.3 9.9.3.4 9.4.3.3 9.1.3.1	8 11 8 2	29			
10		1.1.5.1 9.1.2.2	10 6	16			



Total K
276

	Note
Contrôle de l'espace de vol	
Bruit	

Pénalité	Oui/Non
Rupture d'enchaînement	

Juges
Signature
Nom
Numéro