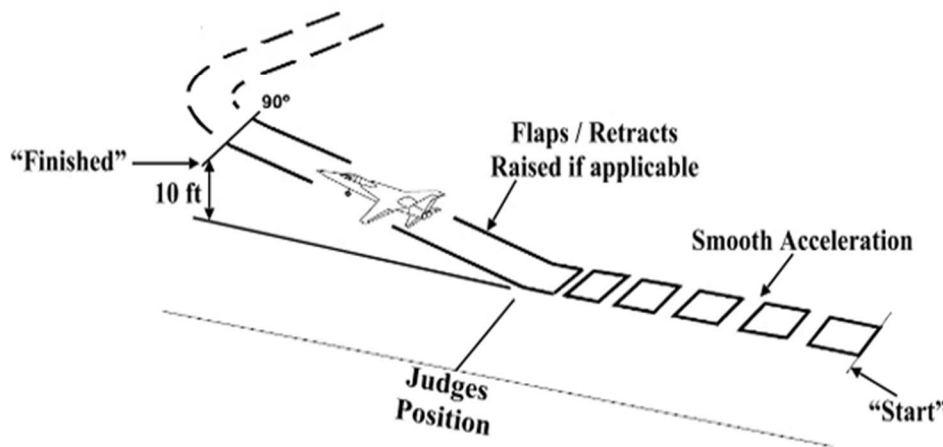


1.2.1. Takeoff

The model should remain still or near still (according to whether the prototype had brakes) on the runway with the engine running

after release by contestant or a helper or after a taxi maneuver. The

propeller will not stop before the takeoff run commences. Takeoff should be into the wind and should begin with a straight ground run followed by a gentle liftoff with a climb angle consistent with that of the prototype. Aircraft with conventional (tailwheel) gear might swing as the tail rises. Such swing must be corrected promptly with no loss of points. Takeoff is completed when the model is approximately 10 feet from the ground. For maximum points, the model should use any scale operation that was required by the prototype to perform its normal takeoff. Retractable gear, if equipped, commences as soon as positive rate of climb is established.



Errors:

- Pilot or helper holds model after advancing the throttle to takeoff power.
- Electric powered propeller stops before takeoff run commences.
- Model swings on takeoff
- Model becomes airborne too soon.
- Takeoff run is too long.
- Model jumps off ground.
- Model climbs too steeply after takeoff.
- Model drops a wing badly during takeoff (should not be confused with aileron correction for crosswind).
- In the interest of safety, a takeoff may be aborted and restarted with a seven (7) point or 70% of maximum score on the first retry (and 70% for each subsequent retry) rather than given an automatic zero (0). For example, the maximum score that could be given would be seven (7) points after the first abort and first retry, the second retry after another abort is five (5) points (70% of 7), the third retry is 3.5 points (70% of 5), etc. The contestant is still on the clock for each retry.