

1.2.4 Landing

The landing maneuver begins either when the model commences to flare at the end of a traffic pattern or, if no traffic pattern is performed, when the model is at altitude of 10 feet. There shall be no requirement to touch down in a marked circle, but for maximum points, the model should land approximately opposite the judges.

An aircraft with conventional gear (i.e., with tail wheel) may make a three-point landing or may touch the main wheels first and gently lower the tail wheel as the speed decreases. An aircraft with a tricycle gear should land on the main gear first and gently lower the nose wheel during the roll out. Due to the non-scale shortness of many landing strips used for contests, it is not always possible for the model to come to a complete stop before it runs out of prepared strip. In all cases, the landing maneuver is complete before the end of the prepared surface. Nose-overs caused by entry into unprepared ground are to be disregarded; quality and control of the landing forming the judging criteria. For this waiver to be effected, the model must make initial contact in the first half of the prepared strip. The contestant or his helper may call emergency landing when a true emergency occurs during flight. A score will be awarded on the survivability of the aircraft and pilot. A perfect emergency landing can earn a score of ten (10). If the model lands on its back, zero (0) points will be awarded.

COMMON ERRORS

- Model does not flare or does not flare smoothly (gallops in pitch axis).
- Model bounces at touchdown.
- Model noticeably drops a wing during landing.
- Model touches a wingtip on the runway.
- Tricycle gear model does not touch its main wheels first.
- Model runs erratically after touchdown.
- Model collapses a gear leg on landing.
- Note: If a model runs uncontrollably over the foul line after the touchdown a zero (0) landing score should be given.