

PENALTIES

I. A Card

- A. Enter distance scores on contestant's card for landings 1 & 2, or 1, 2, & 3 if three landings are made. Assign 400 points if the touchdown was outside of the landing box.
- B. See **Appendix D** for diagram of judging position locations.

II. B Card

A. Landing Roll

1. Centerline deviation - If the main gear on either side of the aircraft crosses the runway centerline, the penalty should be assessed.

B. Takeoff Roll

1. Unnecessary Delay - There should not be a delay of more than fifteen (15) seconds between the initial takeoff rolls of aircraft in a heat unless the aircraft which is on takeoff roll has not become airborne.
2. Improper Flap Setting - Flaps must be fully retracted before liftoff or as recommended by aircraft manufacturer.
3. Poor Cross-Wind Technique - Failure to use proper crosswind correction techniques. (NOTE: Upwind aileron should be up and downwind aileron should be down).
4. Poor Spacing - This penalty is given to contestants who began their takeoff rolls early, or are too close to the aircraft ahead of them.

C. Rotation and Liftoff

1. Erratic Takeoff - The takeoff should be a smooth operation with no erratic changes in attitude.
2. Poor Crosswind Technique - As in the takeoff roll, failure to use proper or adequate crosswind correction.
3. Centerline Deviation - If the main gear on either side of the aircraft crosses the runway centerline, the penalty should be assessed.

D. Disqualifications

1. Unsafe, careless, or reckless operation - Placing the aircraft, occupants, or ground personnel in such a position as to be exposed to potential harm, injury, danger, damage, or risk.
2. Aircraft too close to runway edge on takeoff. As long as the wingtips of the aircraft do not cross over the runway centerline on landing, the contestant should be given the opportunity to return the aircraft to within the accepted position (**see appendix D, diagrams**) before being judged on his/her next takeoff roll. If the wingtips crossover the centerline, the aircraft should be disqualified for safety reasons.
3. Full Flap Takeoff
4. Other - Used for any unsafe action taken by the contestant which is not listed in any

of the above penalties or disqualifications.

III. C Card

A. Climbout

1. Erratic Pitch Changes - Improper use of the elevator resulting in quick or erratic changes in pitch attitude.
2. Poor Tracking - When the aircraft exceeds 10° left or right of an imaginary extended runway centerline or when the body/fuselage of the aircraft goes outside the imaginary extended runway edgeline.

B. Turn to Crosswind

1. Poor Spacing - When the turn is made too soon, and which may result in the aircraft coming too close or overtaking the aircraft ahead.
2. Excessive Bank - Bank angles in excess of 30°.
3. Erratic & Uncoordinated Flight - Improper use of the elevator, ailerons, and rudder resulting in noticeable slipping, skidding, or erratic changes in pitch and/or bank angle. NOTE: Some pilots do roll into and out of turns more rapidly than others. No penalty should be assessed if good coordination is indicated and the degree of bank angle does not exceed 30°.
4. Low Turn to Crosswind - When a turn is made below 400 ft. AGL.

C. Crosswind

1. Fishtailing - slowing an aircraft by causing the tail to move rapidly from side to side.
2. "S" turns
3. Irregular pattern

D. Disqualifications:

1. Unsafe, careless, or reckless operation - Placing the aircraft, occupants, or ground personnel in such a position as to be exposed to potential harm, injury, danger, damage, or risk.
2. Critical Spacing - When an aircraft has made a turn to crosswind too soon and continued flight on the crosswind leg may result in a near miss with any aircraft on downwind.
3. Unauthorized 360° turns
4. Other - Used for any unsafe action taken by the contestant which is not listed in any of the above penalties or disqualifications.

IV. D Card

A. Turn to Downwind

1. Erratic Pitch Changes - Improper use of the elevator resulting in quick or erratic changes in pitch attitude.
2. Excessive Bank - Bank angles in excess of 30°.
3. Late Turn - When the turn to downwind is made so far past the established downwind leg for that heat, that it may cause spacing problems for following aircraft.
4. Constant Turn - Not squaring the pattern. The heading on crosswind should be 90°

to the runway heading. Look for wings level.

B. Downwind

1. Poor tracking - when the aircraft course exceeds 10° left or right of downwind leg.

C. Power Reduction Point to Turn to Base Leg

1. Late - Failure to reduce power until after passing a imaginary point abeam the target line on the downwind leg.
2. Erratic pitch change - Improper use of the elevator resulting in quick or erratic changes in pitch attitude.
3. Addition of power after reduction
4. Fishtailing - slowing an aircraft by causing the tail to move rapidly from side to side.
5. "S" turns
6. Irregular pattern

D. Disqualifications

1. Unsafe, careless, or reckless operation - Placing the aircraft, occupants, or ground personnel in such a position as to be exposed to potential harm, injury, danger, damage, or risk.
2. Critical spacing - positioning the aircraft in the heat so as to create an unsafe condition.
3. Unauthorized 360° turns
4. Other - Used for any unsafe action taken by the contestant which is not listed in any of the above penalties or disqualifications.

V. E Card

A. Turn to Base Leg

1. Excessive bank angle - bank angles in excess of 30°.
2. Erratic pitch change - Improper use of the elevator resulting in quick or erratic changes in pitch attitude.
3. Skidding Turn

B. Base Leg

1. Too late
2. Constant turn to final - while on base leg, all aircraft must at some point have wings level.
3. Addition of power - In either landing event, a contestant may "clear" his/her engine in a normal manner. This calls for power to be applied and immediately reduced and to not take longer than five (5) seconds.
4. Fishtailing - slowing an aircraft by causing the tail to move rapidly from side to side.
5. "S" turns
6. Irregular pattern

C. Disqualification

1. Unsafe, careless, or reckless operation - Placing the aircraft, occupants, or ground personnel in such a position as to be exposed to potential harm, injury, danger, damage, or risk.
2. Slips to lose altitude.
3. Allowing aircraft to descend to a dangerously low altitude before adding power.
4. Too soon - If an aircraft has turned so early that it may cause a near miss situation to develop with an aircraft already on base or long final, the judge should advise either the landing judge, chief judge, or tower (if one is operating) **IMMEDIATELY** of the situation.
5. Other - Used for any unsafe action taken by the contestant which is not listed in any of the above penalties or disqualifications.

VI. F Card

A. Final Turn

1. Over/under shooting
2. Skidding Turn
3. Rapid / Radical change in attitude
4. Diving for the line

B. Final Approach to 100'

1. Drift off centerline - When the fuselage of the aircraft breaks the plain of either runway edge. May touch with no penalty.
2. Addition of power
3. Retraction of flaps
4. Fishtailing - slowing an aircraft by causing the tail to move rapidly from side to side.
5. "S" turn
6. Insufficient flaps (Power-on only)

C. Disqualifications

1. Unsafe, careless, or reckless operation - Placing the aircraft, occupants, or ground personnel in such a position as to be exposed to potential harm, injury, danger, damage, or risk.
2. Slips to lose altitude.
3. Allowing aircraft to descend to a dangerously low altitude before adding power.
4. Excessively slow, fast, or long approach.
5. Turn completion below 200'
6. Other - Used for any unsafe action taken by the contestant which is not listed in any of the above penalties or disqualifications.

VII. G Card

A. Final Below 100'

1. Poor tracking
2. Diving for the line

B. Touchdown

1. Go-around due to poor planning or spacing by the contestant. This will be the score given if a contestant does a go-around during a scoreable landing and it is the contestants fault. No landing score will be written on A Card.
2. Erratic pitch change - Improper use of the elevator resulting in quick or erratic changes in pitch attitude.
3. Addition of power
4. Adding flaps below 100'. Watch for pitch changes of the aircraft which can give the appearance of a change in flap settings, even though there is none.
5. Improper x-wind technique
6. Dragging - constant altitude with power. When the nose of the aircraft goes from a nose down attitude through a nose level attitude or higher and power is added for more than two seconds.
7. Excessive Float - when the nose of the aircraft goes from a nose down attitude through a nose level attitude or higher and the aircraft does not touchdown for 5 seconds there after. If the aircraft touches down right on the fifth second, no penalty should be given.
8. Landing in a crab configuration
9. Three-point touchdown - when all 3 wheels contact the runway at the same time (watch for nose wheel strut rebounding).
10. Bouncing - all 3 wheels come off the runway surface.
11. Jamming/hard landing
12. Not full stall landing (short field only)
13. Ballooning - aircraft's altitude increases while transitioning to or after entering the landing flare.

C. Disqualifications

1. Unsafe, careless, or reckless operation - Placing the aircraft, occupants, or ground personnel in such a position as to be exposed to potential harm, injury, danger, damage, or risk.
2. Slips to lose altitude.
3. Allowing aircraft to descend to a dangerously low altitude before adding power.
4. Dangerously low airspeed
5. Retracting flaps below 100'
6. Nose wheel first landing
7. Hitting tail skid / tie-down ring

8. Excessively hard landing
9. Wheelbarrowing / Porposing
10. Other - Used for any unsafe action taken by the contestant which is not listed in any of the above penalties or disqualifications.