

# Short Field Approach & Landing Event Rules

[As of 07/01/08]

Current year rule changes are in **red bold print!**

## II. Flying Event Rules

### B. Short Field Approach and Landing

1. Each contestant will make three landings, provided sufficient time is available. This will be determined by the judges prior to the start of the event, otherwise only two landings will be made.
2. Each airplane will make a normal takeoff and climb at least 400 feet AGL before turning crosswind. The first turn should be delayed until proper spacing between airplanes can be obtained in the pattern. The second and third takeoffs, if safety permits, will be from touch and go.
3. A rectangular pattern shall be flown with the downwind leg parallel to the active runway and as close as practical. Power must be reduced opposite the spot of intended landing, at an altitude of not less than 800 feet AGL. From this point on, performance will be judged on the basis of an approach without having to reapply power to correct for obvious errors, planning a proper approach path, and the ability to attain and hold proper approach speeds in accordance with accepted short field technique. The contestant shall fly a rectangular pattern with the final turn completed at an altitude of not less than 200 feet AGL. Extremely elongated patterns and excessively long, low final approaches shall result in disqualification.
4. Proper spacing in the pattern shall be maintained by each contestant. If proper spacing cannot be maintained, the overtaking airplane shall make a go-around and the contestant shall be disqualified unless the judges rule that failure to maintain spacing was beyond the contestant's control (such as non-contestant aircraft improperly entering the pattern or the previous contestant flying an unusually elongated pattern.) No 360 degree turns or "S" turns shall be permitted on any leg of the pattern unless directed by ATC. Approved methods of attaining proper spacing are:
  - a. extension of the take-off leg, or
  - b. reduced speed on the downwind leg.
5. Maximum flaps will be used, consistent with existing wind conditions, on an airplane so equipped. They may be extended until the airplane is 100 feet AGL on final approach and not retracted until after landing.
6. Scoring
  - a. All aircraft shall be judged on the basis of a constant angle of approach, that is, one in which no rapid or radical change in attitude of the aircraft is made.
  - b. A target line will be marked on the runway, a safe distance from the approach end. A white foul line will be placed 100 feet short of the target line and another white foul line 200 feet beyond the target line.
  - c. All landings within the white lines will be scored at their actual distance in feet from the target line where both main landing gear touchdown and **remain** firmly on the ground, except for a crosswind landing which shall be scored where the upwind wheel first touches down and remains firmly on the ground. The downwind wheel need NOT remain firmly on the ground and will NOT be scored.
  - d. Touching short of the first white foul line or landing beyond the second white foul line shall result in a penalty of 400 points for that landing. The actual distance shall not be measured.
  - e. If an airplane bounces short of the target line and touches down and stays at a point closer to the target line, the measurement will be made to the point of touchdown farthest from the target line. Likewise, if an airplane touches down beyond the target line and bounces, the measurement shall be made to the final point of touchdown farthest from the target line.
  - f. Tail wheel equipped airplanes must touchdown in a three-point attitude. Tricycle gear airplanes must touchdown in a **full stall** attitude. Improper traffic pattern, approach, flare, and touchdown shall result in a penalty. The exact amount shall be determined by the judges.
  - g. Use of high power settings on final approach and touchdown in extremely tail-low attitudes shall result in disqualification. Touchdown shall be scored where the main gear remains firmly on the ground.
  - h. In the event that sufficient time is available for three landings, the best flying technique and lowest total distance, in feet, for the best two landings shall determine the winner.
  - i. Addition of power after reduction opposite the landing point (other than a clearing burst on base leg) shall result in a penalty of 200 points. Failure to add power when obviously necessary to execute a safe landing will result in disqualification.
  - j. The following maneuvers may result in disqualification or a penalty of up to 400 points:
    - (1) The use of slips other than necessary for crosswind correction.
    - (2) Irregular pattern, "S" turns, fishtailing, etc.
    - (3) Excessively slow, fast, or long approach.
    - (4) Go-around due to poor planning or spacing by the contestant.

- (5) Completion of final turn below 200 feet AGL.
  - (6) Floating in excess of five (5) seconds from point at which the airplane is no longer in a descending flight path on final approach until touchdown.
  - (7) Any action deemed by the judges to be careless or reckless, including excessive "jamming" of the airplane onto the ground or allowing the airplane to become dangerously low while on base leg or final approach.
- k. The landing event will not be conducted when the crosswind component exceeds 10 knots.

**05/19/00 - Date of last change to this section**