

# Spot Landing Contest Rules



Connecticut Flight Club is proud to host its first Spot Landing Competition! Competition will kick off with a mandatory safety briefing at 9 AM on Saturday. Each competing pilot will perform 3 landings, which will be graded and totaled. Prizes will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place.

## Landing Area:

The diagram below illustrates the target landing area and scoring basis. This is divided into sections spaced approximately twenty (20) feet apart.

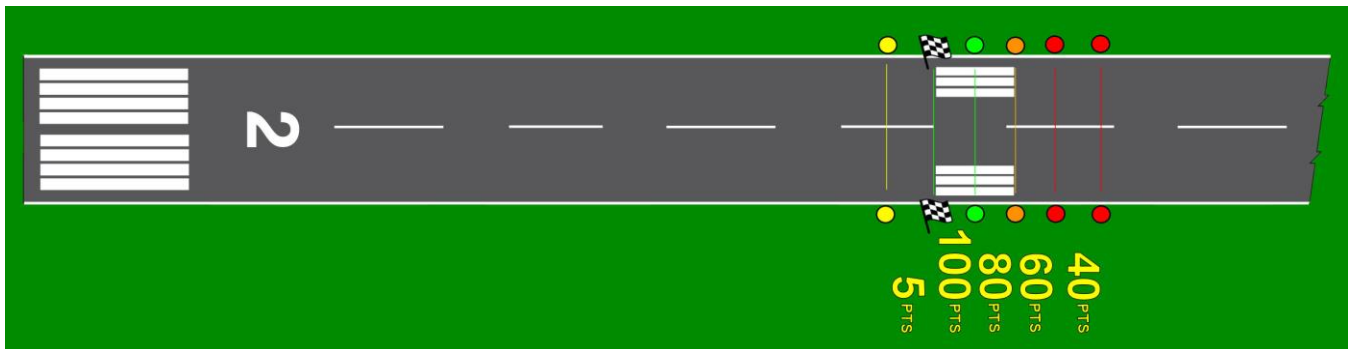


Figure 1

The target landing area will be highlighted by cones on each side of the runway, approximately twenty feet apart. Additionally, the 100 point section will be marked with flags on the cones. Each section will reduce by 20 points, every twenty (20) feet as indicated in **figure 1**. Landing outside the designated area garners no points. The top three contestants with the most points, based on three attempts, are deemed the winners.

- 1<sup>st</sup> place = 50% of net profits
- 2<sup>nd</sup> place = 30% of net profits
- 3<sup>rd</sup> place = 20 of net profits

**Example:** \$1,000 of net profits  
\$500 to payoff  
1<sup>st</sup> Place would receive \$250  
2<sup>nd</sup> Place would receive \$150  
3<sup>rd</sup> Place would receive \$100

## Judging:

- Full points for the section will be awarded if the aircraft touches down, the main gear being within the limits of the section, and remains firmly on the ground.
- **No** points will be deducted for a go-around unless being used for an advantage. Ten (10) points will be deducted for an advantage go-around.
- If the aircraft bounces after initial touchdown, Ten (10) points will be deducted for each bounce from last final touch down.
- Tail Wheel Tail: A positive three point landing must be made. Landings will be indicated from main wheels. Ten (10) points will be deducted in the event of a wheel landing.
- Tricycle Aircraft: Touchdown should normally be made on both main wheels, except in cross-wind conditions. Ten (10) points will be deducted in the event of a three point or nose wheel landing.
- Both Types of Aircraft: The initial contact with the ground will count. To retain full points for the touchdown the aircraft must remain firmly on the ground.
- All points for touchdown will be lost if flaps are raised before the aircraft touches down.
- No excessive power changes prior to touch down permitted. Ten (10) points will be deducted in the event.



## **Landing Technique:**

**Good Landings:** Where the aircraft touches down firmly, but not hard on the main wheels and the aircraft nose attitude is such that:

- The nose wheel is off the ground.
- In the case of a tail-wheel aircraft, the tail wheel is on the ground.
- Direction is kept straight.
- There is no drift on touchdown.

**NOTE:** Where a cross-wind landing has to be made, the aircraft may be landed on the upwind wheel.

**Heavy Landings:** If the aircraft is allowed to:

- Drop on the ground from a higher than normal height.
- Be driven in the ground on three points, or in the case of a tail wheel aircraft, hard onto the main wheels in low nose attitude.
- Yaw excessively after touchdown.
- Touchdown in a cross-wind on the downwind wheel or the aircraft is drifting on touchdown.

Ten (10) points shall be deducted for a heavy landing.

## **Participants:**

All certified pilot can participate in the contest. Student Pilots must have an instructor on board. The instructor may instruct but cannot handle the controls.

All aircraft are permissible to carry an instructor or passengers, if they desire. During the contest, the pilot flying must declare their participant number on downwind.

## **Other Rules:**

- Safety is paramount; anyone deemed to be flying in an unsafe manner will be disqualified.
- Participants must comply with all FAA and ATC instructions at all times.
- Judges decision is final.