

# 2024 EAA 444 Spot Landing Contest

## Overview

A chalk line or other suitable “spot” indication will be designated on the runway. Each contestant will make two landings as close as possible to the designated point on the runway but not short of it. Approaches may be with power or power-off. Only each contestant’s shortest landing will be used to determine the winner, second, and third places.

## Participants/Eligibility

Pilots who are present and have attended the pre-contest briefing may participate. Multiple pilots may use the same aircraft. Passengers are allowed.

## Definitions

**Line** – A lateral division of the runway surface. The line may be a temporary marking for the contest, an existing runway marking, or an unmarked extension from a prominent feature at, or close to, the runway edge.

### **Attempt** –

Any approach made with the intention of participating in the contest whether it results in a landing or not.

### **Landing** –

An approach that results in at least one main wheel being in continuous contact with the runway surface for at least 5 seconds. The same wheel does not have to remain in contact but at least one wheel must be in contact for 3 seconds. (3 seconds was chosen as being long enough to eliminate a bounce but short enough that it would be exceeded for any landing that was followed by a rolling takeoff. There is no requirement to measure this time).

### **Landing point** –

The point during the landing at which continuous contact of either main wheel with the runway begins.

### **Good attempt** –

An attempt that results in a landing point beyond the line but for which the first contact of either main wheel with the runway surface is not short of the line or 100 feet beyond the line. (On the line shall be considered a good attempt)

**Bad attempt –**

An attempt that terminates in a Go Around, or which has first main wheel contact short of the line, less than 3 seconds of contact or contact made greater than 100 feet beyond the line. (Go-Arounds required because of traffic conflicts shall not count as attempts).

**Landing distance –**

The estimated or measured distance between the line and the landing point of a good attempt.

**Procedure and Scoring**

Each entrant shall be allowed 2 attempts. Only good attempts shall be scored. (An entrant who lands short of the line on both attempts will not be scored).

Ground observers shall record, to the best of their ability, the landing point of all good attempts. Bad attempts shall be recorded. Distance short may be recorded but is not required for scoring the contest.

First place shall be awarded to the entrant with the lowest scored distance. Second place shall be awarded to the entrant with the second lowest scored distance. Third place shall be awarded to the entrant with the third lowest scored distance. It shall be assumed that no contestant may be awarded more than one place.

In the event of a tie for any place the next lowest scored distance of the tied entrants shall be used as a tie breaker. If neither entrant has a second lowest distance, the entrants may each make one additional attempt. These additional attempts shall be used only to break the tie for the place in contention and shall not qualify for a higher place award.

If no entrant meets the requirements for a place award, then all contestants, except those who already qualify for a higher place award, may make one additional attempt. These additional attempts shall be used only to qualify for the place in contention and shall not qualify for a higher place award.

**Flight Pattern**

Each pilot shall fly a standard pattern around the airfield. Short approaches are at the pilot's discretion, with regular airport traffic in mind. All participants **MUST ADHERE TO ALL FAA REGULATIONS.** If any pilot is found operating in a dangerous manner or violating FAA regulations, the pilot will be disqualified.

**Release**

All pilots, upon entry, agree to a hold harmless agreement. Each pilot will be participating by their own free will, and accept any and all liability from this contest. The contest will also be live broadcast, and pilots waive any right to named rights to any telecast or reproduction of footage captured.

EAA Chapter 444 and the Waupaca Municipal Airport (City of Waupaca, Waupaca County) make no guarantees of fitness to any and all landing areas. The standard pilot liability applies.