8ᵗʰ EUROPEAN MICROLIGHT CHAMPIONSHIPS
Castelo Branco – PORTUGAL   **31 July - 7 August 2004**

CLASSIC CLASSES (WL1, WL2, AL1, AL2)

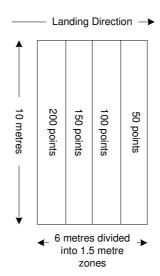**TASK __**   **6 meter Box Precision Touchdown**   **__ August 2004**

Unlimited Fuel   ☺   FR not required   ❶ made at the end of a navigation task

Objective :

   The objective of this task is for the aircraft to touch down within a marked deck, as close to the initial line of the deck as possible.

Summary :

   The deck is 6 meters long, 10 mt wide and is marked in four 1,5 mt strips, which are scored from 200 to 50 points, as shown.

Landing Direction →

10 metres

200 points | 150 points | 100 points | 50 points

← 6 metres divided into 1.5 metre zones →

   On landing, it is the main landing gear wheels that count. Scoring is taken on the exact point where both main wheels touched down.
 Touching down on a dividing line scores the higher of the two strips.

<u>Landing Procedure</u> :

As described on the navigation task sheet, on arrival at the landing place, fly overhead the T at 500 ft a.g.l. in the direction of landing. Then, turn left and join a left hand circuit, to land as soon as it is safe to do so.

Once on final, the aircraft must not deviate from the runway heading more then 90º. The pilot may choose whatever throttle setting he wants or even may switch off the engine, unless otherwise instructed at the briefing.

Touchdown must be made inside the deck, as close to the start line as possible.

Immediately after landing and coming to a standstill, the aircraft must abandon the runway center line and proceed as indicated at the navigation task sheet.

<u>Scoring</u> :

The absolute and relative score will be the value of the strip in which both main wheels touched down (P_L).

$$S_{abs} = P_L$$

<u>Penalties</u> :

The competitor will be scored 0(zero) if :

- any part of the aircraft touches the ground before the initial line of the deck
- the aircraft wheels fail to touchdown within the limits of the deck
- the aircraft turns by more than 90º from the deck center line between starting the final approach and coming to a standstill
- the aircraft is unable to taxi or take-off unaided, following the touchdown, although failure to start the engine will not incur a penalty