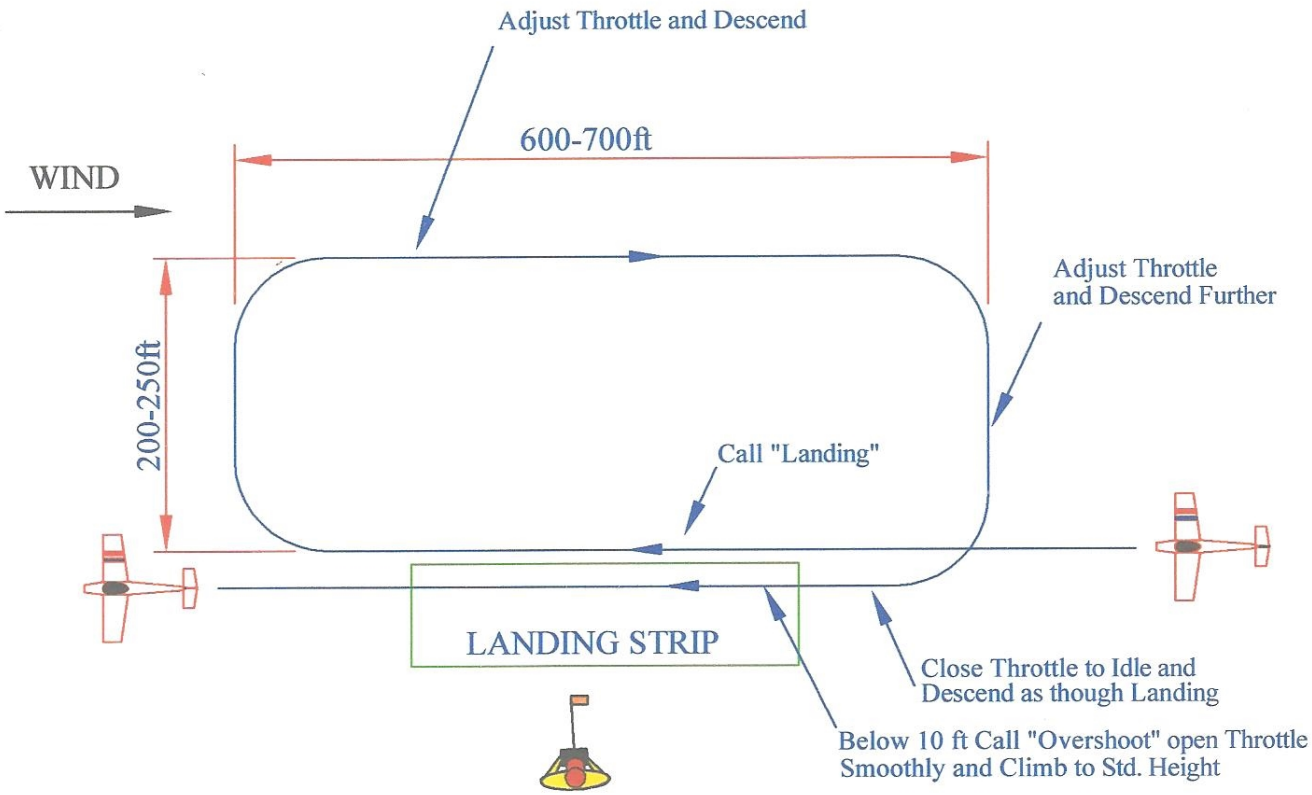
(j) BAULKED LANDING



Examiner Points...
The down wind leg must be flown parallel to the upwind leg and that the turns are not too tight or too wide Throttle should be reduced either just before or just after the last cross wind turn with noticeable descent on the crosswind leg. Once established on final approach line the throttle should be closed to idle to set up the final descent rate. only when it is Quite Clear that it will make an accurate touchdown and it is below 10 ft should the throttle be opened and the model be climbed straight ahead and back up to circuit height.
Check that the throttle has been opened smoothly and that the pilot has called out Overshoot loudly and that he has noticebly checked the active area before and during the manouver.

Guidance..
Start at about 150 ft and noticebly look around to check that all is clear for a landing approach in particular the the strip. Call out loudly "Landing Approach" and fly upwind for about 300 ft and make a gentle turn to the right. Fly on the first crosswind leg adjusting throttle to a low cruise speed for another 300 ft.and turn downwind. The track covered over the ground up to now should be two gentle right angles and you should be travelling parallel to the first upwind leg. further adjustment of throttle will now start your model to descending to the third corner. With a strong tailwind do not be tempted to reduce the throttle too far because although the model travels faster over the ground its relative air speed is dependent on the throttle position and you may stall as you turn into the wind
All the time and particularly now as you reach the last part of the circuit, you should be looking to see if the strip is clear and then call "Landing." You should be adjusting the throttle to land on the strip and are crossing the threshold below 10 ft call out "Overshoot" and open throttle and gradually (a sudden opening could cause the motor to quit at this critical moment) climb out smoothly and not too steeply to circuit height.