

### **Rectangular Circuit and Landing:**

- Check for other models, where they are and what they are doing.
- Announce your intention to land.
- Use 30 degrees of bank for all turns.
- Fly the first three legs at a constant altitude.

*Begin by flying straight and level at circuit height, into the wind and parallel to or over the runway. At the far end of the runway, turn 90 degrees away from the flight line for the first crosswind leg.*

- Adjust throttle to maintain stall speed + 50%.
- Do not change throttle setting until ready to descend.
- Check the windsock.
- Note the crab angle to maintain a runway centerline track.
- Note anyone else flying (you might not hear electric models).

*Make a second 90-degree turn onto the down-wind leg.*

- Double the drift on the downwind leg.
- Do not reduce the power.
- Note that model appears to be going faster downwind.

*Make a third 90-degree turn onto the base leg and begin descent.*

- Aiming point is the end of runway.
- Reduce power to commence a steady descent.

*Make a fourth 90-degree turn into the wind and continue on a descending flight path towards the touchdown point at the threshold of the landing runway.*

- Call “**Landing**”.
- Using more than 30 degrees of bank greatly increases your chance of a stall on final.
- If you have corrected for the wind, you should not have to add power.
- Watch for runway corner markers and stay between them.
- If a crosswind exists, crab into wind to maintain runway centerline.

*Land.*

- Round out close to the ground and power off or idle.
- Hold level until speed bleeds off.
- Use rudder to reduce crab just before touch down.

***If you don't like the approach, go around and try again!***

### **Close Circuit**

*If you think that overheating, low fuel remaining or a low battery is a possibility, you would be wise to modify your circuit as follows:*

- Instead of two 90-degree turns to the downwind leg use a continuous 180-degree turn.
- This will keep your pattern close to the runway.
- Use another continuous 180-degree descending turn to final approach.
- Calls, angle of bank, corrections for wind and landing all remain the same.
- Practise using power off or idle throughout the descending turn to final.
- Once in the circuit you should be able to make the field if the engine fails.

**CwFG**