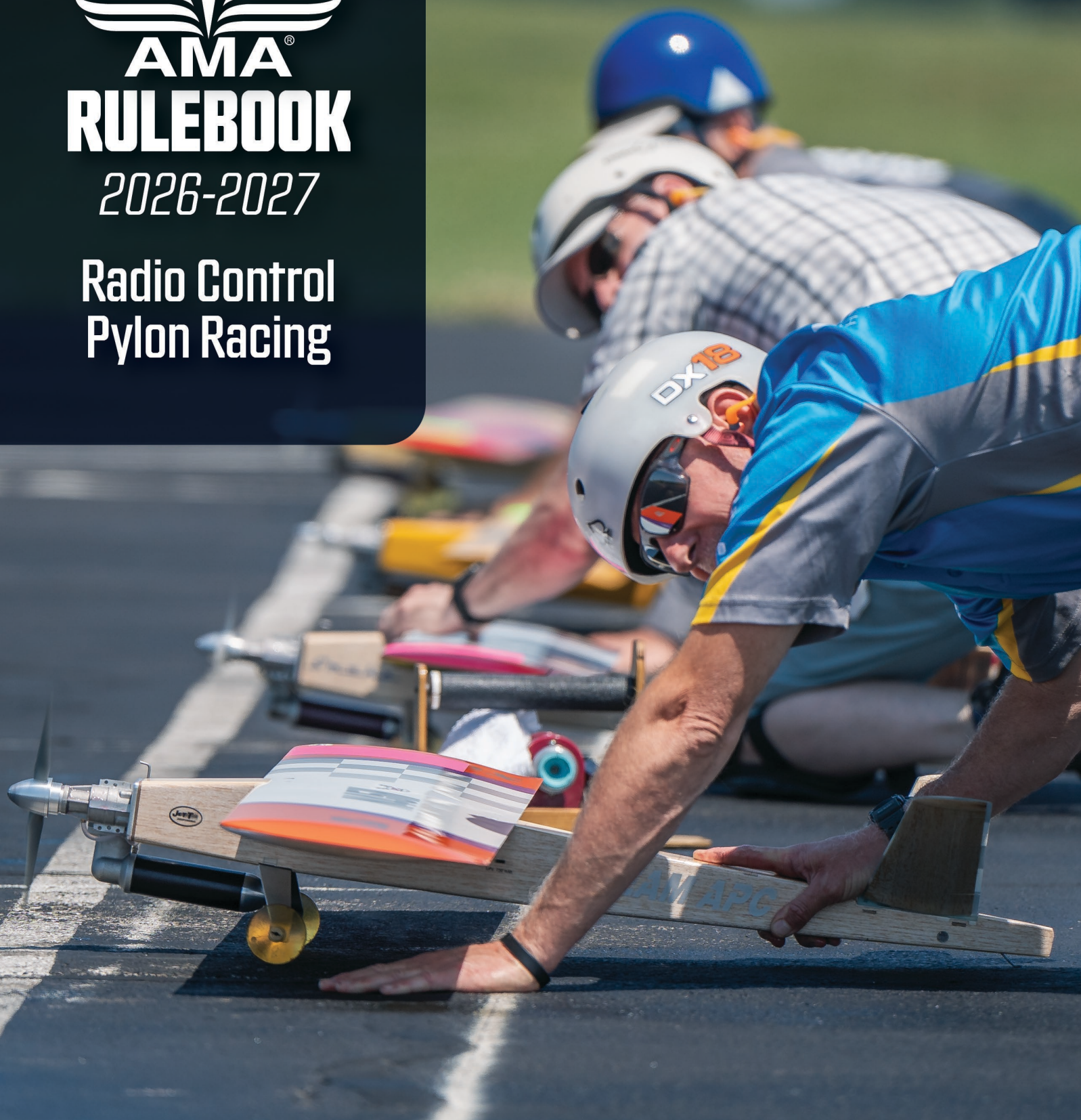




AMA[®] RULEBOOK

2026-2027

Radio Control
Pylon Racing



RULES GOVERNING MODEL AVIATION COMPETITION IN THE UNITED STATES

Amendment Listing

Amendment Topic	Publication Date	Description
Change EF-1 battery maximum weight	3/31/2023	16.5.2.c.2
Change EF-1 wheel requirements	3/31/2023	15.5.1.c
Clarify when a full-scale aircraft is considered “built”	3/30/2023	16.1.1.e Replica Rule
Remove Event 425	1/1/2024	Delete entire section
EF-1 propeller requirement	1/1/2024	16.5.2.e Propeller
Clarify results of heat	1/1/2024	Add paragraph 13.1.16
Clarify requirements for National Record Performance	1/1/2024	15.5 Record performance data documentation
Define the changes to the event scores after pilot disqualification	1/1/2024	Add 15.6 Disqualifications
Allow use of Electric in Event 424	1/1/2024	16.3.1 and 16.2.3

Change wording from barrier cage to safety barrier.	12/1/2025	4.2.4 and 13.1.3
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Increase maximum retail purchase price of Engines for AMA 426	12/1/2025	13.3.2.a.6)(a)
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AMA recognizes four classes of RC Pylon Racing for US competition. All are intended for multi-channel RC aircraft powered by conventional 2-stroke glow engines or brushless electric power systems. The task consists of an ROG (rise-off ground) takeoff followed by left turns around a closed course marked out by pylons. The builder-of-the-model rule does not apply.

Specific rule formulas concerning airframes and engines, as well as any nonstandard rules or procedures applicable to each event, can be found under section 16, “Event-Specific Rule Formulas.”

1. General

1.1. Cross-references

All AMA regulations (see sections entitled “Sanctioned Competition,” “Records,” “Selection of Champions,” and “General”) and FCC regulations covering the RC pilot and his or her aircraft and radio equipment shall apply except in cases of direct conflict between such regulations and an RC Pylon rule. To the extent of any such conflict, the applicable RC Pylon rule shall prevail.

1.2. Advanced Technology

There are no restrictions on the use of advanced technology in RC Pylon racing. These can be, but are not limited to, flight stabilization, gyro(s), automatic pilot, GPS or satellite navigation, and telemetry.

1.3. Penalty for infractions

Unless otherwise stated, the penalty for any infraction of these rules is disqualification from the contest.

1.4. Records

National records are considered affected and thus reset by the following rules changes:

Decrease in venturi area (diameter).

Any change to muffler.

Decrease in engine displacement.

Increase in fuselage height, width or cross sectional area.

Increase in weight.

Decrease in wing span.

Increase in wing area or thickness.

Change in race course configuration.

Change in timing method.

More stringent backup requirement.

Other changes that affect national records and require the reset of national records may exist and can be imposed by the contest board by thusly noted on the rules change proposal.

2. Defined Terms

Words and phrases used in these rules shall be read in context and construed according to the rules of grammar and common usage. Standard dictionary definitions shall govern except when terms are specifically defined in this section.

AAC

Aluminum/Aluminum/Chrome metallurgy used in the piston and cylinder liner of an engine such that an aluminum piston runs in a chrome-plated, aluminum liner.

ABC

Aluminum/Brass/Chrome metallurgy used in the piston and cylinder liner of an engine such that an aluminum piston runs in a chrome-plated, brass liner.

APC

Brand name of a line of composite propellers manufactured by Landing Products, Woodland, California.

Automatic pilot*

Equipment which automatically stabilizes the attitude of a vehicle about its pitch, roll, and yaw axes. Also called autopilot. *From NASA definitions

Back plate mount

A back plate-type, radial engine mount that replaces the stock engine back plate and that displaces the same crankcase volume as the stock back plate assembly.

Black flag

A signal from the starter that an aircraft is disqualified from the heat in progress and will receive a score of zero points. A pilot given the black flag must immediately fly his or her airplane to clear airspace away from the course and land as soon as it is safe to do so.

Carburetor

An open chamber, at or near the air intake of the engine, in which fuel and air are mixed and which features a rotating barrel, butterfly valve, slide valve, or other device that regulates the total amount of fuel/air mixture entering the engine.

Commercially available

An engine or part (parts include any item used for competing in the specific event, for example a propeller is a part) is commercially available if:

a. An identical engine or part can be obtained within an average of 30 days by any consumer at a price that is independent of who the consumer is; and...

b. If an engine or part was once legal it is always legal, with two exceptions.

1.) The first exception is: if this engine or part is specifically made illegal by another rule.

2.) The second exception is: Contest board has the authority to approve/remove the engine or part from competition for a given period of time. In order for an engine or part to be approved/removed, a majority vote must be obtained. The time period will be established at the time of voting. Availability compliance will be brought to the attention of the contest board Chairman at any point, at which time the Chairman will initiate contest board voting to determine legality (this process will not take longer than 14 days) and...

c. The manufacturer or other source has given the notice required by subsection 6 of this section, "Availability of Engines and Parts," and received a letter of approval from the chairman of the RC Racing Contest Board., or the engine or part is listed on the approval list applicable to the specific event.

Engine

A two-stroke cycle, glow ignition, reciprocating-piston internal combustion engine. For purposes of events requiring stock or commercially available engines and parts, the “engine” is defined as the complete unit, ready to run, needing only propeller, fuel, and starting voltage; except that the following parts may be substituted for the original parts and may come from any source:

Back plate mount

Bearings

Gaskets

Glow plug

Head and crankcase bolts

Propeller nut

Propeller washer

Remote needle valve assembly

Shutoff mechanism

Engine displacement

The total swept cylinder volume of the engine.

Expansion chamber muffler

A muffler that completely covers the exhaust outlet of the engine and collects exhaust gases in a hollow chamber containing no internal pipes, baffles, perforations, ducts, or other devices of any kind.

Front-intake engine

An engine that has a single carburetor or venturi permanently mounted ahead of the cylinder and in which fuel/air mixture flows into the crankcase through an opening in the crankshaft. The use of a remote needle valve does not convert a front-intake engine into a rear-intake engine.

NMPRA

The National Miniature Pylon Racing Association or a successor organization officially recognized by the AMA as the special interest group for RC Pylon Racing.

Pressurized fuel system

Any system, other than a simple, continuously open conduit between the fuel tank and a muffler or pipe, by which fuel is delivered to the carburetor or venturi at greater than ambient atmospheric pressure. A fuel tank containing a flexible bladder that prevents bubbling or foaming of the fuel but does not generate pressure is not a pressurized fuel system.

Remote needle valve

A manual fuel-metering device located on the fuel feed line, between the fuel tank and the carburetor or venturi. The sole purpose of the remote needle valve shall be to regulate the amount of fuel flowing from the tank to the engine. A device that supplies pressure to the fuel system, or is adjustable by radio control, or combines any other function with the metering of fuel is not a remote needle valve. The use of a remote needle valve does not constitute modification of the engine's carburetor or venturi, and is encouraged in all events.

Stability augmentation system*

An auxiliary system to the basic manual vehicle control system whereby response of the control surfaces to inputs by the pilot can be adjusted to give a preselected vehicle response by selection of certain fixed gains in a standard feedback loop on control-surface output. *From NASA definitions

Stock

Unmodified.

Tuned muffler

A type of muffler, also known as a "magic muffler" or "folded pipe," in which a constant-diameter exhaust extractor of a specific length is enclosed within a chamber so that it resonates at the engine's operating rpm, adding power.

Tuned pipe

An exhaust pipe of specified length, containing diverging and converging chamber sections, that resonates at the engine's operating rpm, adding power.

Unmodified

Identical to a commercially available engine or part received from a manufacturer that has met all requirements of part 6, "Availability of Engines and Parts."

Updated or Converted engines

An engine which has had its configuration changed from one approved configuration to another approved configuration using parts supplied by the original manufacturer of the engine or the current manufacturer of the engine if the two are different entities. If material must be removed from any of the parts carried over from the original configuration to the new configuration, that material removal must be performed by the current manufacturer of the engine or their designee. To be considered a converted or updated engine, the resultant number of complete engines involved must not be greater than one.

Venturi

An open chamber, at or near the air intake of the engine, in which fuel and air are mixed. A venturi differs from a carburetor in that a venturi does not have a rotating barrel, butterfly valve, or other device that regulates the total amount of fuel/air mixture entering the engine.

Zero-boost muffler

A muffler that contains internal pipes, stepped pipes, baffles, perforations, ducts, or other devices to offset the power loss normally associated with an expansion chamber muffler, but does not increase power by more than 300 rpm in any rpm range.

3. Measurement Methods and Standards

3.1. Engine displacement

Engine displacement (total swept cylinder volume) is calculated by multiplying the cross-sectional area of the cylinder bore, in square inches, by the stroke of the piston from bottom dead center to top dead center, in inches, using the following formula: $(1/2 \times \text{cylinder diameter}) \times (1/2 \times \text{cylinder diameter}) \times 3.1416 \times (\text{total piston stroke})$.

3.2. Expansion chamber muffler

The presence of internal pipes, baffles, etc., can be determined by disassembly of the muffler or, if this is not practical, by the insertion of a wire or probe through the exhaust outlet. Alternatively, the engine can be run with and without the muffler using a propeller that allows the engine to unload to the expected in-air rpm (normally 10% to 15% higher than takeoff rpm). If the engine gains rpm with the addition of the muffler, or will not run without the muffler, the muffler is not an expansion chamber muffler.

3.3. Fuselage depth

When fuselage depth is measured within the chord of the wing, the thickness of the wing at the point of measurement is included in fuselage depth.

3.4. Projected span

The projected span of the wing is the straight-line distance from tip to tip, disregarding dihedral.

3.5. Propeller diameter

Propeller diameter is the straight-line distance from tip to tip.

3.6. Weight

Weights specified are for the complete aircraft, ready to fly except for fuel. At least one aircraft from each heat shall be weighed immediately after the heat with any residual fuel remaining in the tank. In addition, the Contest Director (CD) may require any aircraft to be drained of fuel and weighed at any time.

3.7. Wing area

Wing area is determined by multiplying the projected wingspan by the average wing chord, including the area displaced by the fuselage but not including fillets or stall strips. On aircraft that have flaps, the wing area shall be measured with the flaps retracted.

3.8. Wing thickness

This shall be determined using a “no-go” gauge with an opening of the specified thickness. On aircraft with tapered wings, the gauge shall not “go” less than three (3) inches outboard of the wing centerline. If fillets or other obstructions prevent measurement at the three-inch point, the gauge shall not “go” past a point outboard of such obstructions.

4. Safety

4.1. General

Consideration of safety for spectators, participants, and contest personnel is of the utmost importance. Hazardous flying over the racecourse or any flying over controlled spectator areas or pits during competition is a black flag offense. Alcoholic beverages shall not be allowed in the pits or on the racecourse. Intentional hazardous flying, unsportsmanlike conduct, or consumption of alcohol during competition shall be cause for immediate disqualification from the contest. Transmitters which broadcast on a single frequency shall be equipped with a conventional, collapsible or an easily removable, non-collapsible antenna. Contestants with single frequency transmitters shall collapse or remove their antennas except when flying or preparing to fly at the starting line. This is not applicable to transmitters which use technology which cannot interfere with each other, such as 2.4 GHz spread spectrum.

4.2. Crowd control; protection of on-course personnel

All RC Pylon events and all other events, regardless of sanction, in which engine-powered RC model aircraft are flown in speed competition over a closed course shall be governed by the following safety procedures:

4.2.1.

Every person going onto the racecourse or between the designated sideline and the racecourse (see racecourse diagram), and all officials, whether on or off the course, shall properly wear a helmet approved by OSHA, DOT, ANSI, SNELL, NOCSAE or other recognized organization that certifies safety equipment.

4.2.2.

Pit and spectator areas shall be separated from the racecourse by at least the minimum distances shown on the racecourse diagram.

4.2.3.

A ready area should be established for pilots who have fueled and are preparing to go onto the racecourse for their next heat. The ready area shall not be closer to the racecourse than the designated sideline. Only pilots, callers (one per pilot), starter, and assistant starter are to be permitted on the racecourse, in the locations indicated on the racecourse diagram, during the operation of any race.

4.2.4.

Except for the starter and assistant starter, all judges, timers, lap counters, and other racecourse officials shall be located at least 300

feet from the nearest pylon or from the nearest line running between two pylons, as shown on the racecourse diagram.

Racing events that cannot obtain the 300-foot minimum due to the geographic restrictions at their specific race site may apply in writing to the AMA Technical Director for a waiver of the 300-foot requirement. This must be done on the Pylon Sanction Application at the time of initial sanction request. The Technical Director will consult with the District Vice President and either grant or deny the waiver. The waiver shall only be granted if all workers closer than 300 feet are protected by a safety barrier.

In addition, all participants and racecourse workers shall be briefed on the safety aspects of their involvement in the event and instructed in the proper performance of their duties and the use of all safety equipment, communications systems, and timing devices.

4.3. Absolute authority of CD

During a racing event, an unforeseen situation may arise that requires immediate controls. Therefore, the CD is authorized to initiate any special procedure he or she deems necessary to eliminate a situation that may be considered unsafe.

4.4. Authority of the Starter

The starter acts for the CD in all matters arising on the racecourse. Unless overruled by the CD, the starter's actions and decisions concerning the start, finish, and operation of each heat are final.

4.5. NMPRA cooperation

Violation of safety procedures by a contestant may result in the cancellation of NMPRA championship points earned by that contestant in the contest. Disregard of AMA event rules or safety procedures by a CD, hosting club, or racecourse official may result in the cancellation of all NMPRA championship points earned by all contestants in the contest. Any decision concerning NMPRA championship points shall be made exclusively by NMPRA and are not subject to AMA's protest procedure.

5. Challenges to Legality

5.1. Challenge by contestant

Any contestant may have another contestant's engine or aircraft inspected for compliance with the rules by posting a challenge fee of \$25 cash with the CD. As soon thereafter as is practicable, the CD and at least one other person appointed by the CD shall inspect the challenged engine or aircraft.

If the engine or aircraft is found to be legal, the challenge shall be dismissed and the owner of the challenged engine or aircraft shall be given the \$25. If the engine or aircraft is found to be illegal, the owner shall be disqualified from the contest and the \$25 shall be returned to the protester.

5.2. CD's option

At any time, the CD or the CD's designee may inspect an engine or aircraft entered in the contest without requiring the posting of a challenge fee. The CD or the CD's designee also may elect to check all or part of the trophy placing contestant's engines for legality at the end of the contest. If contestant's engines or airplanes are to be inspected at the end of the contest, it is recommended that the possibly affected aircraft should be impounded during the last round after the completion of each affected pilots heat in the last round of the event. In addition, CDs or the CD's designee are encouraged to check the carburetor bore, muffler outlet area, and propeller diameter of aircraft that are being weighed immediately after each heat.

6. Availability of Engines and Parts

6.1. Declaration

6.1.1.

Any person, group of persons, or business entity may declare themselves to be a manufacturer or source of commercially available engines or parts. Such a person, group, or entity does not have to fully or partially fabricate complete engines or engine parts, but must fully comply with any and all applicable quantity and availability requirements applicable to the event(s) the engine or part is qualified to be used in.

6.1.2.

An acceptable declaration shall contain a list of all uniquely identifiable engine assemblies, subassemblies, or parts for each applicable competition event. The list shall contain any pertinent part, assembly, or product identification numbers plus source-approved or recommended replacement, alternative, or modified part associations. Furthermore, the declaration shall state that the listed products conform to the current AMA rules for competition events of interest.

6.2. Application for Engine Approval

The declaration shall be sent to AMA Headquarters and forwarded to the Contest Board Chairperson for his or her review and processing if found to be acceptable.

6.2.1.

If the declaration is for an engine for events 424, 426, or 422, the declaration will accompany a letter of Application for Approval requesting to be added to the applicable list of approved engines. The Application and declaration will be forwarded by the Contest Board chairman to the appropriate engine sub-committee for review and possible approval. If approved, the applicable list of approved engines will then be updated.

6.2.2.

If the declaration is for an engine for events other than 424, 426, or 422, or a part other than an engine, the declaration shall be sent to AMA Headquarters and forwarded to the Contest Board Chairperson for his or her letter of approval.

6.3. Acceptance and publication

If the engine or part is approved, a copy of the declaration and approval shall be published on the official AMA and NMPRA internet websites to bring it to the attention of RC Pylon racing contestants. The publication should include:

- 1) Catalog number or other specific identification, and
- 2) Name and telephone number of the manufacturer or other source.

7. General Model Aircraft Requirements

(Note: for event-specific requirements such as wing area, weight, engine displacement, etc., please refer to the individual event listings.)

7.1. Conventional design

Aircraft used in RC Pylon events shall be of conventional design with forward wing, aft stabilizer (i.e. V-Tail) or stabilizers (i.e. Horizontal and Vertical), and a single engine mounted in front. Deltas or other tailless designs shall not be allowed. An aircraft shall be considered tailless if the ratio of its wingspan to its overall length is greater than 2:1. The “overall length” of the aircraft, for purposes of this measurement, is the distance from the front of the propeller to the rearmost movable tail surface.

7.2. Engine shutoff

7.2.1.

Every aircraft shall be equipped with a positive means of shutting off the engine in flight. The throttle or shutoff mechanism shall be activated by a dedicated, operable servo and shall not affect the

aircraft's flight path. Regardless of the method used, shutoff must occur within five (5) seconds of command.

7.3. Flight controls

7.3.1. Steering

Every aircraft shall be equipped with a positive means of steering on the ground using a dedicated, operable servo(s). Aerodynamic yaw control by means of a movable rudder or "V" tail fulfills this requirement. In addition, while in flight, all aircraft shall be positively and independently controllable in pitch and roll modes using dedicated, operable servos. Mixing of control functions is permitted so long as the aircraft remains positively and independently controllable in both pitch and roll modes at all times while in flight.

7.3.2. Fuel/air mixture

There shall be no adjustment of the engine's needle valve from the ground while the aircraft is in flight. If the engine is equipped with an RC carburetor, in-flight adjustment of the engine's fuel/air mixture by partially throttling back is permissible.

7.4. Spinner or prop nut

On all aircraft, the front end of the engine crankshaft shall be covered with a rounded spinner or safety nut. A spinner with a flat, oval, or Allen (hex) head of at least 3/16-inch diameter on the front fulfills this requirement. The use of a spinner of any size in Quickie 500 or Sport Quickie shall not be considered streamlining of the engine.

7.5. Propeller

7.5.1.

Propellers shall be fixed-pitch, with two (2) blades of equal length, area, and shape. Metal or wood propellers are prohibited.

7.5.2.

In events requiring stock, commercially available propellers, the following modifications may be made without penalty:

- a. One blade may be sanded on the top (front) side only for balancing.
- b. One side of the hub may be sanded for balancing.
- c. The shaft hole may be enlarged, but only as much as necessary to fit the engine crankshaft. The enlarged hole shall be concentric with the original hole.

d. Edges and tips may be sanded, but only as much as necessary to remove sharp molding flash.

7.6. Airworthiness.

7.6.1. General

Materials and workmanship shall be of satisfactory standards. The CD or the CD's designee may refuse permission to fly or may disqualify any aircraft which, in his or her opinion, is not safe and airworthy in terms of materials, workmanship, radio installation, radio function, design details, or evidence of damage.

7.6.2. Repairs

Any aircraft that has been damaged after a safety inspection or has a known history of problems shall not be permitted to fly until it has been satisfactorily repaired and re-inspected. Materials used for repair may come from any source. Tails may also be repaired/replaced, and the parts may come from any source. However, if a pilot chooses to completely replace a damaged wing or fuselage, the replacement wing or fuselage may come only from that pilot's alternate aircraft. In other words, a pilot may not use more than two wings or two fuselages, or both, during one contest.

7.6.3. Loss of part/parts during flight

The loss of any part of the model aircraft after the starting signal (flag drop or light signal) and before touchdown for landing, disqualified the model aircraft for that flight and the pilot will receive a zero for that heat with the following exceptions:

- a. If as a result of a collision, any part of the model is lost, the following criteria will be used to determine the pilot's score.
 1. The starter of the heat has the authority to disqualify the model aircraft due to safety issues where rule 4.4 applies. In this case the pilot will receive a zero for the heat in which the collision occurred. Furthermore, if the midair collision occurs on the last lap prior to the finish line, all models that cannot be safely controlled to landing will receive a zero for the heat.

2. The starter of the heat has the authority to allow the model aircraft to continue participating in the heat after the collision occurred, provided that the models involved in the incident do not present any safety issues. In this case the pilot will receive the score earned as a result of the heat in which the collision occurred.

- A. If any part of the model is lost not a result of a collision and all dimensional requirements can still be met at the end of the heat, the pilot will receive the score earned as a result of the heat.

- B. If any part of the model is lost not a s a result of a collision and all dimensional requirements can still be met at the end of the heat, the pilot will receive the score earned as a result of the heat.

- C. If any part of the model is lost not as a result of a collision resulting in a dimensional requirement no longer being met, the pilot shall receive a zero. The pilot will be required to repair the model prior to their next heat, to a condition meeting all dimensional requirement.

- D. The loss of one wheel and axle is not cause for disqualification. If the model has a dural style gear and the gear becomes detached after touching the ground the model is not disqualified.

- E. If the diameter of the propeller is altered intentionally the pilot will receive a zero. However, if the diameter is altered due to contact with the ground after caller has released the plane, the pilot will be allowed to compete in the heat and must replace the propeller prior to the start of their next heat.

7.7. General Model Aircraft Requirements/ Onboard glow driver systems.

Systems or devices used to supply voltage to the engine glow plug may not be installed into the aircraft to be carried on-board during flight. All electrical connections to the engine's glow plug from a supply voltage must be removed prior to takeoff, such that the plug remains glowing due to combustion process in the engine.

8. Preflight Inspection of Aircraft

During registration, all aircraft shall undergo a safety inspection to ensure that, at a minimum, the following requirements have been complied with:

- a. Push/pull rods or cables, control horns, and servo leads shall be installed in such a way that they will not become disconnected in flight. Clevises shall be physically held closed by short pieces of fuel tubing or similar material. Metal clevises shall be protected from deterioration of the threads due to vibration by means of a jam nut, thread treatment such as Loctite® or Vibra-Tite®, or a similar method. Ball links shall be tight.
- b. All screws holding the engine or electric motor to the mount and the mount to the firewall shall be in place and secure.
- c. The radio receiver and battery pack shall be surrounded by soft foam rubber or other vibration-dampening material and adequately protected against contamination by engine exhaust, raw fuel, or fuel residue. For receivers which are determined to be less susceptible to vibration, like 2.4 GHz receivers, hook and loop (Velcro) material may be used to mount the receiver(s) in the aircraft, without surrounding the receiver with foam.
- d. Batteries shall be of adequate capacity for the size and number of servos used. Minimum battery capacity shall be: 250 milliamp-hours (mAh) for all events.
- e. Servos controlling the pitch and roll functions shall be of adequate strength for the weight and speed of the aircraft. For aircraft powered by glow engines, whenever a single servo is used to control one of these functions, it shall be designed and built to accommodate at least four mounting screws. When two or more servos are used together to control the same function, as in the case of dual aileron servos or the movable tail surfaces on a "V"-tailed aircraft, each of such servos may be of the two-screw variety.
- f. Control surfaces shall be firm on the hinge line without excessive play. Safety inspectors shall be alert to the danger of excessive play whenever

electronic servo throw reduction is used in combination with a mechanically inefficient linkage.

g. All screws holding the servos to the servo rails or trays and holding any trays to the airframe shall be in place and secure. Rubber grommets shall be used on all servos designed to accept them. **If separate servos are used for each aileron, the servos may be mounted without grommets.** If the heads of the servo mounting screws are small enough to pull through the grommets, washers shall be used to prevent this.

h. Servo trays, if used, shall be restrained by at least one safety screw (not turned down tight) that will prevent the tray from becoming completely dislodged if the primary mounting screws loosen in flight.

i. Pushrods shall have only one threaded end that is free to turn. The other end shall consist of a “Z” bend, an “L” bend with keeper or collar, a metal clevis that is soldered on, or a threaded ball-link that is glued or otherwise secured so that it cannot turn.

j. Wings, if removable, shall be securely attached to the fuselage with bolts or screws. EF-1 aircraft with plug in wings may use clips or magnets to hold the wing panels onto the fuselage.

k. Wheels shall be securely attached and shall turn freely.

l. The aircraft shall be free of stress cracks and any other indications of structural damage.

9. Number of Aircraft Entered

Each pilot may enter up to two aircraft. If two are entered, both shall be inspected.

10. Aircraft Marking

10.1. Registration Numbers

Registration numbers shall consist of the last two or three digits of the pilot’s AMA number, preceded by a capital “N” and followed by the first letter of the pilot’s last name. Alternatively, registration numbers may consist simply of the pilot’s full AMA number. Letters and numbers shall be clearly legible and located either on the top of a wing or on a visible portion of the fuselage.

10.2. Racing numbers and area letters

10.2.1.

Racing numbers and area letters may be obtained from the NMPRA Secretary. The use of these identifiers is highly recommended, but not required. The numbers are located on the

upper left and lower right hand wing panel facing toward the left side, so that the number will be right-side-up when the model is in a left bank. The height of the numbers shall be at least three (3) inches. Area letters should immediately follow the racing numbers and should be at least 1/2 inch high.

10.2.2.

The assigned area letters are as follows:

A: Northern California.

B: Central California, Hawaii.

C: Southern California.

D: Nevada, Utah, Arizona.

E: Oregon, Washington, Idaho, Alaska.

F: Colorado.

G: Montana, Wyoming, South Dakota, North Dakota, Nebraska, Kansas.

H, I: New Mexico, Oklahoma, Texas, Arkansas, Louisiana.

J: Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island.

K, L, M: New York, New Jersey.

P: Ohio, Pennsylvania, West Virginia.

Q, R: Maryland, Virginia, North Carolina, Delaware, Washington D.C.

S, T: Tennessee, Mississippi, Alabama, Georgia, Florida, South Carolina.

U, V: Missouri, Illinois, Indiana, Kentucky.

W: Minnesota, Wisconsin, Michigan, Iowa.

11. Advertisements

Advertising of a racing contest through any media should include the following information:

- a. Event numbers of the events that will be run.

- b. Airframe and engine rule variations, if any;
- c. Course length and number of pylons, if different from the 3-pylon, 2-1/2-mile course;
- d. Nitro content of fuel to be supplied.
- e. Brand and size of propellers to be supplied, if any.

12. Test Flying

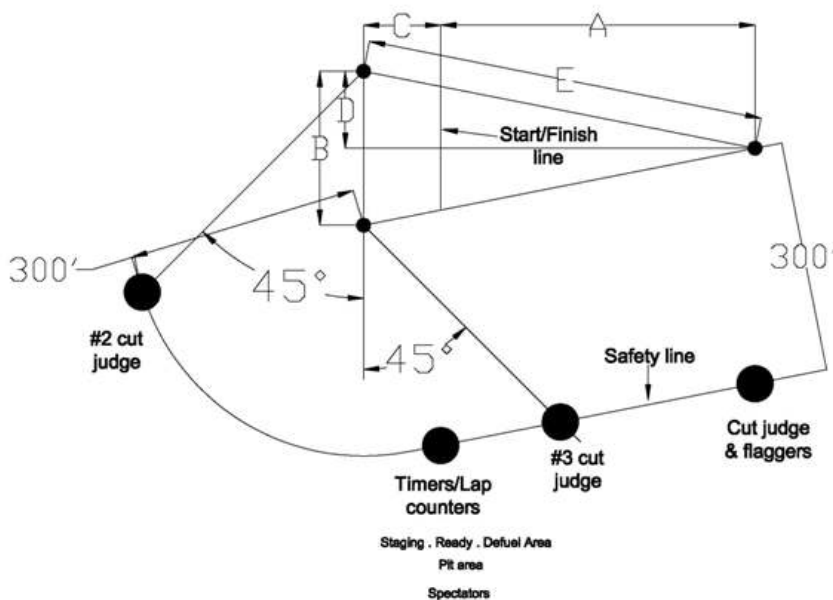
Test flying at the contest site on the day of the contest is strongly discouraged and, if allowed, shall be strictly limited. Whenever possible, the hosting club is encouraged to set aside practice time on the day before the contest so that all contestants shall have an equal chance to get the feel of the racecourse. Regardless of when test flying occurs, the following rules shall apply:

- a. Each test flight shall be individually cleared in advance by the CD or other representative of the hosting club.
- b. Some form of radio frequency control shall be observed.
- c. Persons other than the pilots and their callers who are actually test-flying shall remain behind the designated sideline.
- d. Participants shall be required to wear helmets.
- e. No more than two aircraft shall be in the air at a time except during a warm-up heat for the benefit of the racecourse workers.

13. Operation of the Race

(Refer to racecourse diagram and Addendum A, “Racecourse Personnel and Their Duties.”)

Event	A	B	C	D	E	10 Lap Distance
Q-40, 422	508 ft	100 ft	100 ft	-	-	2.5 mi, long Course
F3D	-	40 m	30 m	20 m	180 m	4 km
Q500, 424, 426	375.5 ft	100 ft	100 ft	-	-	2.0 mi, Short Course
EF-1	275.5 ft	100 ft	100 ft	-	-	1.625 mi



13.1. Three pylon race course

13.1.1.

The standard course is triangular, with an individual lap length of 1/4 mile. Total distance traveled in 10 laps is 2-1/2 miles (13,200 feet). CDs should strive to select a course length that will produce 10-lap times between one (1) minute (a very fast pace) and two (2) minutes (a slow pace, suitable for beginners). This will depend on the rule formula selected and the reasonably anticipated speed of the aircraft. When in doubt, follow the guidelines on the chart accompanying the racecourse diagram.

13.1.2.

Pylon height shall be a maximum of 20 feet and a minimum of 15 feet. Pylons #2 and #3 shall be equal in height. There shall be no pilots' helpers at any of the pylons or near any judges.

13.1.3.

On the sideline and looking toward #1 pylon, there shall be one chief judge plus an additional judge ("flagger") assigned to each pilot in the heat. The flaggers shall sit or stand perpendicular to the direction of the course and at least 300 feet away, unless a specific distance waiver has been granted by the Technical Director and District Vice President as described in paragraph 4.2.4. If the distance waiver is granted, the chief judge and flaggers must be seated in a protective safety barrier.

13.1.4.

For the #2 pylon, there shall be a judge positioned at least 300 feet away from the #3 pylon in the direction indicated on the racecourse diagram. This is approximately a 30 degree angle from the center line of the course, but may be up to 45 degrees if space permits.

13.1.5.

For the #3 pylon, there shall be a judge positioned at least 300 feet away from the #3 pylon in the direction indicated on the racecourse diagram. This is approximately a 30 degree angle from the center line of the course, but may be up to 45 degrees if space permits.

13.1.6.

Lap counters and timers are to be located on the sideline and looking toward the start/finish line.

13.1.7.

Each heat race begins with the aircraft stationary at or behind the start/finish line and ends when the aircraft cross the start/finish line after completing 10 laps (or 11 laps for an aircraft that has cut once). The start of the race is initiated by the drop of the starter's flag or signal. Timers' clocks shall be started with the first drop of the starter's flag. No more than four aircraft per heat are allowed. All takeoffs shall be ROG. No mechanical device shall be used to assist in launching the aircraft. Laps shall be flown in a counterclockwise direction, with all turns to the left.

13.1.8. *Engine starting time*

13.1.8.a. Pilots have a maximum of one (1) minute to start their engines and prepare for takeoff. Once the starting period has elapsed, any pilot who is not prepared for takeoff (facing #1 pylon with both hands on the transmitter while their airplane's engine is running) is disqualified from the heat and shall not be allowed to fly or run his/her engine on the course. All pilots, who were disqualified for not being ready at the end of the starting period, will not be eligible for a restart or a "re-fly" as described in 13.1.15. The starter shall check that all pilots are in position and ready to control their aircraft before giving the signal to launch. Each pilot shall confirm his/her "ready" status by a nod of the head or other agreed signal. However, the pilots are entitled to a confirmation only prior to elapse of the starting period. If one or more pilots are not ready for the start of the race as described above, and the starter determines that it would be unsafe to start the race, the starter will signal all pilots to shut down their engines, and the heat will be rescheduled, preferably prior to the start of the next round. Pilots who were not ready in the allotted time will receive a zero for that heat and will not be allowed to fly in the rescheduled heat.

13.1.8.b. Event 421: Pilots will connect power in their aircraft and walk to the pilot area to prepare for the start of the race. Once the starter confirms that all pilots are in position and facing #1 pylon with both hands on their transmitter, the starter will call for the initiation of a 10 second countdown. At the completion of the 10 second countdown, the race will be started per paragraph 13.1.9.

13.1.9. Unless otherwise specified, the following starting procedure shall be used. In the first round and subsequent odd numbered rounds of the contest the aircraft shall be flagged off the starting line in two groups, the first group being the aircraft in lanes #1 and #3 and the second group being the aircraft in lanes #2 and #4. The starter or signal system shall use two distinct motions of the starting flag or signal to launch both groups approximately one-half (1/2) to one (1) second apart. In even numbered rounds, lanes #2 and #4 will be launched first. If the contest is to end with an odd number of rounds, the CD will call for a coin flip to determine which pair of lanes will launch first in the odd numbered last round of the contest or specify a race horse start.

13.1.10. All aircraft are to be signaled the moment they break the plane (“gate”) established by the #1 pylon and the flaggers’ position. There will be no signals at the #2 or #3 pylons unless a pylon is cut. The judges shall use an appropriate method to notify pilots of cuts. If possible, such notification shall be simultaneous; however, it is not grounds for a re-fly if the pilot does not receive notification of a cut before the completion of the heat.

13.1.11.

If a pylon is cut, that lap shall not be counted. In addition, a cut penalty shall be assessed for any flying over the designated sideline, pit, or spectator area or in “no-fly” zones clearly identified at a pre-race pilots’ meeting. A pilot who cuts twice in the same heat shall receive a score of zero points and, if both cuts occur before the last lap, the starter shall give that pilot the black flag.

13.1.12.

Pilots whose callers push off before their launch signal shall receive a cut for that heat. A blatant early push is a black flag offense. In the event of a midair or takeoff contact between aircraft, or at any other time during the heat, the starter is empowered to black-flag any pilot whose aircraft may be damaged or whose flying becomes erratic or dangerous. This decision is entirely at the discretion of the starter and is not subject to protest.

13.1.13.

The starter may interrupt a heat in progress at any point if he or she believes that an unsafe condition exists. Unsafe conditions include, but are not limited to, persons or vehicles approaching the racecourse; full-scale aircraft in the area; sudden wind, rain, or lightning; or an out-of-control model. A heat that is stopped due to unsafe conditions shall be re-flown at the earliest convenience of

the officials and contestants, preferably before the beginning of the next round.

13.1.14.

Aircraft shall not fly lower than the tops of the pylons at any time except for takeoff and landing. A pilot flying below the top of a pylon more than once in any heat (for example, below the top of #2 twice, or once below the top of #2 and once below the top of #3) shall be warned once, during or after the heat in which the low flying occurs. Another such violation in any later heat shall be cause for a black flag. Determination of low flying shall be made by the starter and is not subject to protest.

13.1.15.

In the event of a dead heat, where the finish order of a heat is disputed or scoring equipment failure occurs and a clear-cut decision cannot be made as to the outcome of the heat, the heat shall be declared void and rescheduled for another attempt (“re-fly”). The re-fly shall be held at the earliest convenience of the pilots and officials, preferably by the end of the round during which the voided heat was originally scheduled, and prior to the start of the following round. All pilots who were originally scheduled to fly in the voided heat and meet all the conditions to rule 13.1.8 shall be scheduled for the re-fly. All pilots not prepared to fly at the end of the starting period in the original heat will not be allowed to re-fly. A pilot is not prepared to fly if he/she is not able to successfully prove radio functionality prior to the start clock beginning. In addition to radio function, the pilot must present an airworthy and flight-ready model to the start line and must be ready for the heat as noted in 13.1.8. None of the prior scores or results for those involved in the re-fly shall carry over from the voided heat.

The operation of a two-pylon race may be conducted by either of the following methods:

a. Method 1: Requires a starter, four (4) lap counters and two (2) cut judges (a minimum of seven (7) people) all located off the course. Cut judges are stationed in line with the pylons. They record cuts and relay them to the starter. Therefore, the responsibility for flying the proper distance lies solely with the pilot and his or her caller.

b. Method 2: This is the same as Method 1 except it requires flaggers for each aircraft, stationed off the race course, in line with the pylons. They signal (by flag, shutter or light) when each aircraft has passed the respective pylon and record cuts as in

Method 1. This method requires a much larger number of workers including an extra communications person standing with each group of flaggers.

13.1.16.

In the event that the finish order visually witnessed by the start line personnel disagrees with the heat times captured for the involved planes by the timing personnel, the finishing order will be recorded based on the finish order the start line personnel witness. Heat times are considered secondary to the finish order witnessed by the start line personnel. When this circumstance occurs, the involved aircraft in front of the other involved aircraft, as determined by the start line personnel, will be awarded the time recorded by the lap counter in that lane. The pilot visually determined to finish behind the other involved aircraft of the heat but with a faster time, will be awarded the appropriate points and will be given a “No Time” for the heat.

13.2. F3D course layout

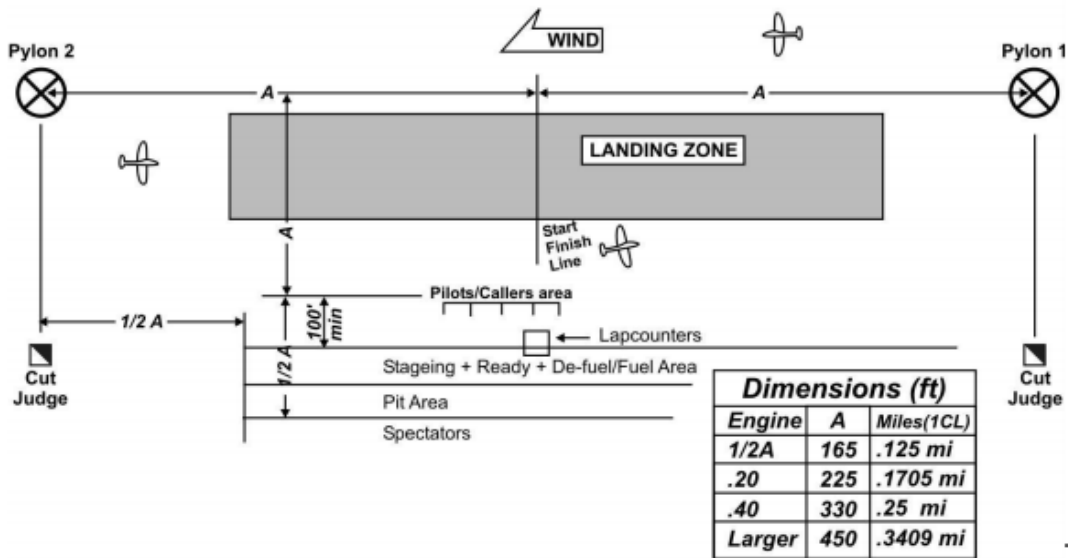
A triangular course will be laid out as follows: The course is 10 laps with individual length of 400 m. Total distance traveled is 4 km. The race starts at the start/finish line. All take offs will be ROG, no mechanical device will be used to assist the aircraft, but hand pushing is permitted. The race is terminated at the start/finish line after the completion of the heat. The race course specification may be modified in the interest of safety or to suit existing field conditions if safety is not compromised.

13.2.1.

All specifications established for section 13.1. three pylon race course, such as sections 13.1.2. through 13.1.15. will be used for operation of the heat races on the F3D course.

13.3. Two Pylon Course:

Two Pylon Race Course



13.3.1. : EF-1 Two Pylon course:

13.3.1.a.: The two-pylon course shall consist of two pylons placed 400' (123 meters) apart.

13.3.1.b.: Pylon #1 shall be at the right of the course and pylon #2 shall be at the left of the course.

13.3.1.c.: Pilots and callers shall stand at the center of the two-poles displaced 225' (70 meters) on a perpendicular line from the line between the pylons.

13.3.1.d. The finish line shall be at the center of the two pylons along the perpendicular line from the line between the pylons.

13.3.1.e. The launch line shall be a diagonal line oriented at 45° to the racecourse centerline located at the finish line. The launch line shall be oriented to best address the wind direction at the time of the heat.

13.3.1.f.: **AMA form 540B can be used for EF1 two pole contests.**

14. Heat matrix

(Refer to matrix diagram.)

Note: The following instructions assume that four plane heats will be flown. Two- or three-plane heats may be a better choice in situations where there are not many entries, not enough racecourse workers, a narrow runway, or inexperienced pilots. In any case, the number of columns in the matrix always must equal the number of airplanes per heat.

Divide the entries into four columns of separate frequencies or groups of frequencies so that each frequency appears in only one column. Column totals should be adjusted so that the number of entries in each column is as equal as possible. Pilot numbers should be assigned according to the following matrix. If a particular column has less than the indicated number, simply skip that number. Use the matrix schedule to set up the heats for each round. All pilots shall be given an equal number of opportunities to race.

For pilots operating on the 2.4 GHz radio spectrum, the maximum size of a Pilot/Caller team is limited to three (3) registered participants. This means that a maximum of three competitors will be assigned the same channel number in the racing matrix and will be placed in the same column of the matrix. There will be no explicit accommodation made by the Contest Director or any of his officials to place the participants from two different teams in the same column of the matrix. For pilots operating on 72 MHz FM radio band, the matrix must be designed to eliminate any frequency conflict. Therefore there is no limit to the size of a

Pilot/Caller team as long as they are all operating on the same 72 MHz frequency.

Pylon Racing Heat Matrix

**Maximum
Number of
Entries per
Column**

5	1 6 11 16	1 7 13 19	1 8 15 17	1 9 12 20	1 10 14 18		
	2 7 12 17	2 8 14 20	2 9 11 18	2 10 13 16	2 6 15 19		
	3 8 13 18	3 9 15 16	3 10 12 19	3 6 14 17	3 7 11 20		
	4 9 14 19	4 10 11 17	4 6 13 20	4 7 15 18	4 8 12 16		
	5 10 15 20	5 6 12 18	5 7 14 16	5 8 11 19	5 9 13 17		
6	1 7 13 19	4 9 14 19	2 12 16 19	3 10 18 19	3 11 14 22		
	2 8 14 20	5 10 15 20	3 7 17 20	4 11 13 20	4 12 15 23		
	3 9 15 21	6 11 16 21	4 8 18 21	5 12 14 21	5 7 16 24		
	4 10 16 22	1 12 17 22	5 9 13 22	6 7 15 22	6 8 17 19		
	5 11 17 23	2 7 18 23	6 10 14 23	1 8 16 23	1 9 18 20		
	6 12 18 24	3 8 13 24	1 11 15 24	2 9 17 24	2 10 13 21		
7	1 8 15 22	1 9 17 25	1 10 19 28	1 11 21 24	1 12 16 27	1 13 18 23	1 14 20 26
	2 9 16 23	2 10 18 26	2 11 20 22	2 12 15 25	2 13 17 28	2 14 19 24	2 8 21 27
	3 10 17 24	3 11 19 27	3 12 21 23	3 13 16 26	3 14 18 22	3 8 20 25	3 9 15 28
	4 11 18 25	4 12 20 28	4 13 15 24	4 14 17 27	4 8 19 23	4 9 21 26	4 10 16 22
	5 12 19 26	5 13 21 22	5 14 16 25	5 8 18 28	5 9 20 24	5 10 15 27	5 11 17 23
	6 13 20 27	6 14 15 23	6 8 17 26	6 9 19 22	6 10 21 25	6 11 16 28	6 12 18 24
	7 14 21 28	7 8 16 27	7 9 18 27	7 10 20 23	7 11 15 26	7 12 17 22	7 13 19 25
8	1 9 17 25	4 11 18 25	7 13 19 25	2 15 20 25	6 10 21 25	3 12 24 25	
	2 10 18 26	5 12 19 26	8 14 20 26	3 16 21 26	7 11 22 26	4 13 17 26	
	3 11 19 27	6 13 20 27	1 15 21 27	4 9 22 27	8 12 23 27	5 14 18 27	
	4 12 20 28	7 14 21 28	2 16 22 28	5 10 23 28	1 13 24 28	6 15 19 28	
	5 13 21 29	8 15 22 29	3 9 23 29	6 11 24 29	2 14 17 29	7 16 20 29	
	6 14 22 30	1 16 23 30	4 10 24 30	7 12 17 30	3 15 18 30	8 9 21 30	
	7 15 23 31	2 9 24 31	5 11 17 31	8 13 18 31	4 16 19 31	1 10 22 31	
	8 16 24 32	3 10 17 32	6 12 18 32	1 14 19 32	5 9 20 32	2 11 23 32	
9	1 10 19 28	1 11 18 31	1 12 23 34	1 13 25 30	1 14 27 33	1 15 20 36	
	2 11 20 29	2 12 22 32	2 13 24 35	2 14 24 31	2 15 19 34	2 16 21 28	
	3 12 21 30	3 13 23 33	3 14 25 36	3 15 27 32	3 16 20 35	3 17 22 29	
	4 13 22 31	4 14 24 34	4 15 26 28	4 16 19 33	4 17 21 36	4 18 23 30	
	5 14 23 32	5 15 25 35	5 16 27 29	5 17 20 34	5 18 22 28	5 10 24 31	
	6 15 24 33	6 16 26 36	6 17 19 30	6 18 21 35	6 10 23 29	6 11 25 32	
	7 16 25 34	7 17 27 28	7 18 20 31	7 10 22 36	7 11 24 30	7 12 26 33	
	8 17 26 35	8 18 19 29	8 10 21 32	8 11 23 28	8 12 25 31	8 13 27 34	
	9 18 27 36	9 10 20 30	9 11 22 33	9 13 24 29	9 13 26 32	9 14 19 35	

Pylon Racing Heat Matrix

Maximum Number of Entries per Column												
10	1 11 21 31 2 12 22 32 3 13 23 33 4 14 24 34 5 15 25 35 6 16 26 36 7 17 27 37 8 18 28 38 9 19 29 39 10 20 30 40	1 12 23 34 2 13 24 35 3 14 25 36 4 15 26 37 5 16 27 38 6 17 28 39 7 18 29 40 8 19 30 41 9 20 31 32 10 11 22 33	1 13 25 37 2 14 26 38 3 15 27 39 4 16 28 40 5 17 29 31 6 18 30 32 7 19 21 33 8 20 22 34 9 11 23 35 10 12 24 33	1 14 27 40 2 15 28 31 3 16 29 32 4 17 30 33 5 18 21 34 6 19 22 35 7 20 23 36 8 11 24 37 9 12 25 38 10 13 26 39	1 15 29 33 2 16 30 34 3 17 21 35 4 18 22 36 5 19 23 37 6 20 24 38 7 11 25 39 8 12 26 40 9 13 27 31 10 14 28 32	1 16 22 39 2 17 23 40 3 18 24 31 4 19 25 32 5 20 26 33 6 11 27 34 7 12 28 35 8 13 29 36 9 14 30 37 10 15 21 38	1 17 24 32 2 18 25 33 3 19 26 34 4 20 27 35 5 11 28 36 6 12 29 37 7 13 30 38 8 14 21 39 9 15 22 40 10 16 23 31	1 18 26 35 2 19 27 36 3 20 28 37 4 11 29 38 5 12 30 39 6 13 21 40 7 14 22 31 8 15 23 32 9 16 24 33 10 17 25 34	1 19 26 44 2 20 27 34 3 21 28 35 4 22 29 36 5 12 30 37 6 13 31 38 7 14 32 39 8 15 33 40 9 16 23 41 10 17 24 42 11 18 25 43	1 18 24 41 2 19 25 42 3 20 26 43 4 21 27 44 5 22 28 34 6 12 29 35 7 13 30 36 8 14 31 37 9 15 32 38 10 16 33 39 11 17 23 40	1 20 28 36 2 21 29 37 3 21 28 35 4 12 31 39 5 13 32 40 6 14 33 41 7 15 23 42 8 16 24 43 9 17 25 44 10 18 26 34 11 19 27 35	1 21 30 39 2 22 31 40 3 12 32 41 4 13 33 42 5 14 23 43 6 15 24 44 7 16 25 34 8 17 26 35 9 18 27 36 10 19 28 37 11 20 29 38
11	1 12 23 34 2 13 24 35 3 14 25 36 4 15 26 37 5 16 27 38 6 17 28 39 7 18 29 40 8 19 30 41 9 20 31 42 10 2 32 43 11 22 33 44	1 13 25 37 2 14 26 38 3 15 27 39 4 16 28 40 5 17 29 41 6 18 30 42 7 19 31 43 8 20 32 44 9 21 33 34 10 22 23 35 11 12 24 36	1 14 27 40 2 15 28 41 3 16 29 42 4 17 30 43 5 18 31 44 6 19 32 34 7 20 33 35 8 21 23 36 9 22 24 37 10 12 25 38 11 13 26 39	1 15 29 43 2 16 30 44 3 17 31 34 4 18 32 35 5 19 33 36 6 20 23 37 7 21 24 38 8 22 25 39 9 12 26 40 10 13 27 41 11 14 28 42	1 16 31 35 2 17 32 36 3 18 33 37 4 19 23 38 5 20 24 39 6 21 25 40 7 22 26 41 8 12 27 42 9 13 28 43 10 14 29 44 11 15 30 34	1 17 33 38 2 18 34 39 3 19 35 40 4 20 36 41 5 21 25 42 6 22 26 43 7 23 27 44 8 24 28 45 9 13 29 46 10 14 30 47 11 15 31 48 12 16 32 37	1 18 35 41 2 19 36 42 3 20 25 43 4 21 26 44 5 22 27 45 6 23 28 46 7 23 29 47 8 13 30 48 9 14 31 37 10 15 32 38 11 16 32 37	1 19 26 48 2 20 27 37 3 21 28 38 4 22 29 39 5 23 30 40 6 24 31 41 7 13 32 41 8 14 33 43 9 15 34 44 10 16 35 45 11 17 36 46 12 18 25 47	1 20 28 39 2 21 29 40 3 22 30 41 4 23 31 42 5 24 32 43 6 13 33 44 7 14 34 45 8 15 35 46 9 16 36 47 10 17 25 48 11 18 26 37 12 19 27 38	1 19 26 48 2 20 27 37 3 21 28 38 4 22 29 39 5 23 30 40 6 24 31 41 7 13 32 41 8 14 33 43 9 15 34 44 10 16 35 45 11 17 36 46 12 18 25 47	1 20 28 39 2 21 29 40 3 22 30 41 4 23 31 42 5 24 32 43 6 13 33 44 7 14 34 45 8 15 35 46 9 16 36 47 10 17 25 48 11 18 26 37 12 19 27 38	
12	1 13 25 37 2 14 26 38 3 15 27 39 4 16 28 40 5 17 29 41 6 18 30 42 7 19 31 43 8 20 32 44 9 21 33 45 10 22 34 46 11 23 35 47 12 24 36 48	1 14 27 40 2 15 28 41 3 16 29 42 4 17 30 43 5 18 31 44 6 19 32 45 7 20 33 46 8 21 34 47 9 22 35 48 10 23 36 37 11 24 25 38 12 13 26 39	1 15 29 43 2 16 30 44 3 17 31 45 4 18 32 46 5 19 33 47 6 20 34 48 7 21 35 37 8 22 36 38 9 23 25 39 10 24 26 40 11 13 27 41 12 14 28 42	1 16 31 46 2 17 32 47 3 18 33 48 4 19 34 37 5 20 35 38 6 21 36 39 7 22 25 40 8 23 26 41 9 24 27 42 10 13 28 43 11 14 29 44 12 15 30 45	1 17 33 38 2 18 34 39 3 19 35 40 4 20 36 41 5 21 25 42 6 22 26 43 7 23 27 44 8 24 28 45 9 13 29 46 10 14 30 47 11 15 31 48 12 16 32 37	1 18 35 41 2 19 36 42 3 20 25 43 4 21 26 44 5 22 27 45 6 23 28 46 7 23 29 47 8 13 30 48 9 14 31 37 10 15 32 38 11 16 32 37	1 19 26 48 2 20 27 37 3 21 28 38 4 22 29 39 5 23 30 40 6 24 31 41 7 13 32 41 8 14 33 43 9 15 34 44 10 16 35 45 11 17 36 46 12 18 25 47	1 20 28 39 2 21 29 40 3 22 30 41 4 23 31 42 5 24 32 43 6 13 33 44 7 14 34 45 8 15 35 46 9 16 36 47 10 17 25 48 11 18 26 37 12 19 27 38	1 19 26 48 2 20 27 37 3 21 28 38 4 22 29 39 5 23 30 40 6 24 31 41 7 13 32 41 8 14 33 43 9 15 34 44 10 16 35 45 11 17 36 46 12 18 25 47	1 20 28 39 2 21 29 40 3 22 30 41 4 23 31 42 5 24 32 43 6 13 33 44 7 14 34 45 8 15 35 46 9 16 36 47 10 17 25 48 11 18 26 37 12 19 27 38		

15. Scoring

15.1. Points per heat

After each heat, points shall be awarded based on the order of finish. If the matrix is set up for four-plane heats, the result is four (4) points for first place, three (3) points for second place, two (2) points for third place, and one (1) point for last place. If the matrix is set up for three-plane heats, the winner receives three (3) points, second place two (2), and last place one (1) point. If the matrix is set up for two-plane heats, the winner receives two (2) points and the loser receives one (1). Zero points are awarded for a no-start (DNS), failure to complete the heat (DNF), double cut (XX), or black flag (DQ).

15.2. Adjustment of the matrix during the contest

Sometimes, attrition or other factors may result in a number of “bye” or solo heats. In such a case the CD may be tempted to re-matrix the remaining entries. Remember that consistency is part of the task of racing, and depriving a contestant of an easy win when competitors are not prepared to come to the starting line alters the task. Therefore, re-matrixing should only be done at the completion of a round, and even then only after a pilots’ meeting to obtain the pilots’ informed consent to the decision.

15.3. Ties and fly-offs

The winner of the event is the pilot who has accumulated the most points after the conclusion of all heats. If time permits, and there is no frequency conflict, ties shall be broken by a fly-off race. Otherwise, the best single race time shall be considered in determining final placing. If a prize is to be awarded for the best single race time of the event (“fast time trophy”), race times achieved during fly-off races shall be eligible for the fast time trophy. If a new national record is set during a fly-off race, the fly-off race shall be considered part of the “AMA-sanctioned competition” for purposes of paragraph 2, “Acceptance of Records,” under “RECORDS” in the General Information section of this rulebook.

15.4. Record back-up

If a pilot achieves a time better than the current national record, that pilot must complete a second attempt within 5% of the new best time and this second time must be produced during the same contest as the new best time.

15.5. Record performance data documentation

For a record to be considered for a national record performance, documentation of the lap times must accompany the record performance application to show that there were no timing errors and that the times for all 10 laps of the record flight, as well as the back-up, are legitimate. This data must be obtained from a course light and timing system that collects the data for all heats of the contest. The lap and heat data is to be documented by printing the data from the timing system or taking a photo of the display screen showing the heat data. A copy or photo of the applicable heat sheets for the record and backup flights is to be included with the record application. This data is required in addition to all of the data collected on the Application for AMA Record Performance, RC Pylon form.

15.6. Disqualifications

In the event of a pilot being disqualified from an event, the results for all heats the disqualified pilot participated in will be changed to give the disqualified pilot zero points and no time in each heat. The results for the other pilots in the affected heats will be updated appropriately and the results for the event updated.

16. Event-specific rule formulas

16.1. Event 422: Quarter 40

16.1.1. Airframe

a. Weight

Minimum four (4) pounds, maximum five (5) pounds.

b. Wings

1) Area

Minimum 400 square inches.

2) Span

Maximum 56 inches (projected).

3) Chord

No limit.

4) Airfoil thickness

Airfoil thickness Minimum 7/8-inch at the “no-go” point (see paragraph 3.8.). Thickness shall progress uniformly in a straight line or convex taper from root to tip. A dihedral, polyhedral, or gull-wing

configuration is permitted if it resembles the configuration used on the full-scale prototype and if the airfoil thickness progresses uniformly in a straight line or convex taper from root to tip, independent of intersections between wing panels. The wing taper, in addition to the dihedral scheme and other distinctive design features, is subject to the design approval requirements of paragraph f. below.

c. Fuselage

1) Depth

Minimum five (5) inches at its deepest point; except that models of P-51s and other full-scale prototypes with belly-mounted radiators shall have a fuselage depth of at least six (6) inches. Depth includes the radiator or belly scoop (if any) and the windshield, canopy, pilot's head, or headrest, but does not include tail surfaces, dorsal or sub fins, tail skids, or non-scale protuberances.

2) Width

Minimum three (3) inches at its widest point. Width and depth points need not coincide. Width does not include fillets, cheek cowl fairings, or non-scale protuberances.

3) Cross-sectional area

At some point, the cross-sectional area of the fuselage shall be at least 12.5 square inches, and the contestant shall be required to furnish templates to prove this. Fillets and cheek cowls are not to be included in the measurement.

4) Cross-sectional shape and features

(a)

Profile representations of any significant feature of the full-scale prototype are prohibited. Cross-sectional contours at the height and width measurements and at stations determining the likeness to the full-scale prototype shall maintain the integrity of the contours in the full-scale prototype. The only exception permitted shall be in the engine compartment for maintenance purposes.

(b)

Cheek cowls, canopy, and belly scoop, if any, shall have at least a 5/8-inch radius at their widest point so that a hypothetical 1-1/4- inch-diameter ball would fit inside, tangent to the outer surface. A cowl, canopy, or scoop with an oval or rectangular cross-section and corners of less than 5/8-inch radius satisfies this requirement if the hypothetical 1-1/4- inch-diameter ball would be fully enclosed.

(c)

The front end of the fuselage shall be configured so that the engine head and cylinder protrude on all sides 1.94 inches (1-15/16") above the centerline of the crankshaft of the engine, measured perpendicular to the plane of the engine mount flanges. The muffler is to be fully exposed to air for its entire length. However, the fuselage may incorporate a shallow channel, dimple or trough to provide clearance for the muffler. In addition, the access hole for the engine crankcase and mounting lugs may be covered with a piece of fiberglass, Mylar, or other stiff material that restores the original contours of the fuselage in that area, as long as it adheres to the engine exposure requirement above.

d. Landing gear

1) Location and size

The landing gear shall be fixed and shall resemble that of the full-scale prototype aircraft as to location on the airframe and the number of wheels used, with the exception that a tail skid may be used in instead of a tail wheel. At least two (2) of the wheels shall have a diameter of at least 2-1/4 inches. The wheels that met the 2-1/4" diameter when new, are legal to be used until worn to a diameter of 2-1/8" diameter.

2) *Streamlining*

Wheel pants, wheel spats, or strut fairings are not required, and are permitted only if they were used on the full-scale prototype.

e. *Replica rule*

Models entered in this event shall be recognizable replicas of full-scale, human-carrying, propeller-driven aircraft that either raced in or were built for closed-course or cross-country racing or a speed record attempt. To qualify as "built", the full-scale aircraft must have lifted off the ground in human-carrying flight under the power of its own engine and the lift of its own wings.

f. *Prior approval of designs*

1) *Procedure*

All designs, past and future inclusive, shall not be entered in competition until three (3) accurate views or photos of the model and the full-scale prototype aircraft have been submitted to a five-member subcommittee of the RC Racing Contest Board and approved by an affirmative vote of at least three members thereof. Such approval may be given orally, but shall be recorded for future reference. In the case of unusual or little known designs, the designer shall produce documentation to clarify that such a design did exist and what the design was for. A model shall be considered eligible for competition if it meets all dimensional requirements of these rules and, in addition, does not vary significantly from the approved three- views or photos of the same design. Models will be approved by a two-step process. The first step will be to approve the drawings of the proposed model as to whether the drawn model acceptably looks like the full scale aircraft being modeled. The second step in the process will be to review photos of the model, or plug(s) of the model, to ensure that the finished model or plug(s) acceptably look like the drawings approved in step one of the process. In addition, during step two, the designer will submit a "hoop" or mold from the outside of a fuselage or inside of the required molds for measurement to verify that

the finished aircraft will comply with the 12.5 sq in cross section minimum requirement.

2) *Membership of committee*

The five-member committee shall be appointed by the Chairperson of the RC Racing Contest Board and may consist of any five members, including the Chairperson, who do not have a financial interest in any kit manufacturing business that produces airplane kits for this event. If a design has been disapproved by the five-member subcommittee, the designer is entitled to review by the entire contest board.

16.1.2. *Power plant*

a. Engine

1) *Maximum displacement*

0.403 cubic inch.

2) *Configuration*

Stock, commercially available, front-intake, side-exhaust.

3) *Intake*

A single carburetor or venturi with a maximum inner diameter of 9 mm (0.3543 inch). Carburetors or venturis may be modified and are not subject to availability rules.

4) *Exhaust system*

(a) General description

The engine shall be equipped with an expansion chamber muffler, zero-boost muffler, or tuned muffler as provided by the manufacturer for the engine being used, and having a single exhaust outlet with a maximum outlet area of 0.0621 square inches (equivalent to the area of a round hole measuring 9/32 inch in diameter).

(b) Inner configuration of tuned mufflers

A tuned muffler used in this event shall have only one internal part, a straight tube or extractor of the type commonly

known as a “mini-pipe”. The mini-pipe shall have constant, circular cross section and constant inside and outside diameter, with the following exception: the sidewall of the tube may be thickened not to exceed 0.078 inch wall thickness, within ½ inch of the front end of the mini-pipe where it attaches to the header.

(c) Outside dimensions

The distance from the center of the piston to the centerline of the muffler shall not exceed 2 ¾ inches. The overall length of the muffler shall not exceed 7 ¼ inches, measured from the front of the header to the back of the exhaust outlet. The outside diameter shall not exceed 1 ¾ inches and both the inside and outside diameter of the outside shell of the muffler shall remain constant for at least 3 inches.

(d) Modifications

No modifications to the muffler are permitted except that the muffler may be tapped for a pressure fitting to supply pressure to the fuel system.

5) *Fuel feed*

Other than muffler pressure, no fuel system pressurization is permitted.

6) *Prior approval of engines*

The intent of this rule will be to maintain a level of reasonable parity between engines utilized in the event. Any new engine design for the event that can provide a measurable increase in engine performance that would cause the participants to purchase new equipment based upon significant performance improvement will not be approved. An AMA 422 engine approval committee shall be formed to approve qualified suppliers of engines and models of engines for the event.

(a) AMA 422 Engine Committee

The committee shall approve up to two manufactures to supply engines for AMA 422 to assure entrants have a choice of manufactures. Should at any time one of the approved manufacturers withdraw their supply of approved engines or spare parts to maintain their installed base, the committee will appoint another manufacturer to take the place of the manufacturer that ceases to supply engines or parts support. When the committee receives notification that one of the two approved manufacturers is withdrawing their supply of approved engines or spare parts for the event, the committee will define the length of time that the engines from that supplier may continue to be used.

(b)

The AMA 422 engine committee will be made up of 4 members from the AMA Pylon Contest Board. The makeup of the committee will include 2 members each that primarily use one of the approved manufactures engines in competition, but have no financial interest in either manufacturer. The members will be selected by the Chairman of the contest board and ratified by majority vote of the contest board. The term of each member of the AMA422 engine committee will be 4 years. The chairman of the Pylon Rules Committee will not be a member of this committee. This will allow any stalemates on the committee to be mediated by the Chairman but he will not have a vote. Should any member of the AMA 422 engine committee change their primary engine supplier, they will be replaced by the same selection process, outlined above, as is used to select all members of the committee, to maintain equal representation on the committee. All recommendations/certifications by the AMA422 engine committee must be by

a simple majority vote of the committee members.

(c)

The committee must approve an engine from a new manufacturer and each major model change of an engine from a current manufacturer to assure that it meets the intent of the event to maintain two manufacturers with substantially equal performance products.

(d)

Listed below are engine changes which result in an engine being defined as a new model. These changes require a Sub-Committee certification, or are areas which must be taken into consideration when reviewing a new engine candidate.

1. A change that results in a measurable increase in power from the currently approved engines, which would result in an imbalance in performance with existing engines.

2. A fundamental change in design, for example bore/stroke ratio, piston and cylinder porting, muffler tuning, or basic construction.

3. Changes to parts, for any reason, which results in a lack of interchangeability with existing engines. This is defined as, when one single new part cannot be installed in an existing engine without modification of another part, or parts. (a piston and liner are considered one part)

4. A change to the muffler where any dimension is changed more than .05" (1.25mm)

(e)

Before any new engine model, as defined above, will be legal to participate in the event, the engine committee must evaluate and approve the new model. If the new model is used in competition before approval it will not be considered legal until the committee has published an approval letter and the new model meets the “commercially availability” provision of the rules. Once the committee approves a new engine model and publishes an approval letter, the engine will not be legal for the first 90 days after the date of approval; the engine committee may waive the 90 day requirement and legalize the engine sooner if the committee deems it appropriate.

- 7) Engine back plates from any source which have RPM sensors for telemetry or data logging purposes may be substituted for original back plates from the engine manufacturer as long as the replacement back plate displaces the same crankcase volume as the stock back plate assembly. RPM sensors may also be installed in back plates from the original engine manufacturer, again, as long as the resulting crankcase volume displaced is the same as the unaltered stock back plate assembly.

b. Propeller

1) Material

Chopped carbon fiber filled injection-molded compound with material and physical properties equivalent or exceeding that of Ticona Celstran PA6-CF35-15. These material properties, which shall include tensile strength and other industry standard properties, must be equivalent to the above product for temperatures ranging from 30 to 150 degrees Fahrenheit. Substitutions of polymers that fall outside these specifications are not allowed.

2) Dimensions

Injection Molded propellers shall have a diameter, pitch, blade width, and blade airfoil identical to that of the approved part numbers at every measurable

station. All propellers will have a minimum diameter of 7.3 inches at the beginning of a heat. Injection Molded propellers shall not be trimmed in length, width, or thickness or modified in any way; they shall remain stock. On an Injection Molded prop a single tip that has been scuffed during landing, etc. may be cleaned up to remove any burrs or flashing created, provided the minimum diameter of 7.3 inches is maintained, and the opposite tip has not been modified to match the damaged tip; trimming the undamaged tip to balance the prop is not allowed.

3) *Availability, modification*

Propellers shall be commercially available and stock except for balancing, etc. as permitted by paragraph 7.5.2 under “General Model Aircraft Requirements.

4) *Prior approval*

APC part numbers in the family LP07XXXX, where "X" signifies the three numbers indicating diameter and pitch, only, are approved. Approval is considered temporary and continued approval requires the manufacturer, Landing Products, to inform the Chairman of the Contest Board when propeller material or dimensional specifications change, causing potential changes in performance. The Chairman is then required to determine if propeller still conforms to the rules, and inform Landing Products of continued approval. The Chairman shall have 60 days to make his determination.

5) *Eligibility for competition*

A propeller once approved shall be eligible for competition so long as it remains commercially available, as defined in Section 2, “Defined Terms”.

c. Fuel

The fuel shall be commercially available, containing not more than 15 percent nitromethane, and shall be supplied and dispensed by the hosting organization. The dispensing operation shall include draining the tank of any existing fuel and then filling from a supply container when the pilot brings the aircraft to the ready box.

16.2. Event 424: Sport Quickie

16.2.1. Airframe

16.2.2. The airframe specifications for this event are identical to those for Super Sport Quickie (Event No. 426).

16.2.3. Power plant

a. Engine

1) Maximum displacement

0.464 cubic inch.

2) Configuration

Stock, commercially available, front-intake, side-exhaust.

3) Intake

A single carburetor or venturi, as supplied by the manufacturer of the engine being used, with a maximum inner diameter of 0.325 inch. The carburetor shall be fully functional and shall be stock, except for longevity-enhancing modifications as follows:

(a)

Adjustment screws and idle needle valves may be held in place with commercially available thread locker, epoxy, or other adhesives or safe tied with rubber bands, wire, or plastic ties.

(b)

Barrel retaining screws or pins may be replaced with commercially available screws or pins of harder material and may be held in place with commercially available adhesives. Barrels may be deburred for smoother movement and may be safe tied with rubber bands, wire, or plastic ties.

(c)

Throttle arms may be modified or replaced.

(d)

Carburetor barrels may be fixed with a linkage tied to an engine mounting lug or mount if a separate servo actuated fuel shutoff is utilized to stop fuel flow to the engine on command by the pilot.

4) *Exhaust system*

The engine shall be equipped with an expansion chamber muffler or zero-boost muffler as supplied by the manufacturer of the approved engine being used and specified on the Event 424 approved engine list. The muffler must have a single exhaust outlet with a maximum outlet area of 0.0829 square inches (equivalent to the area of a round hole measuring 0.325 inch in diameter). The distance from the center of the piston to the centerline of the muffler shall not exceed 2-3/4 inches. The overall length of the muffler shall not exceed 7-1/4 inches, measured from the front of the header to the back of the exhaust outlet. The outside diameter shall not exceed 1-3/4 inches. No modifications to the muffler are permitted except that the muffler may be tapped for a pressure fitting to supply pressure to the fuel system and the threaded fasteners which hold the muffler assembly together may be replaced with an alternate threaded fastener. If the alternate threaded fastener has a different thread configuration, the holes in the muffler may only be reamed or rethreaded to accept the alternate threaded fastener and no larger. Tuned mufflers and tuned pipes are prohibited.

5) *Fuel feed*

Other than muffler pressure, no fuel system pressurization is permitted.

6) *Power output*

Sport Quickie is intended as an entry-level event for pilots who are new to racing. Sample engines are tested via committee and a list of permissible engines is published and updated as necessary, annually. Criteria include purchase price and power output in both the normal takeoff RPM range and the presumed in-air (unloaded) RPM range. Any engine with a tuned muffler is strictly prohibited.

The cost of the engine must be per paragraph 16.3.2.a.6)(a) in Event 426 Super Sport Quickie. If engines more powerful than this are to be used at a contest, the contest should be sanctioned as Quickie 500 (Event No. 426), not Sport Quickie.

7) Prior approval of engines.

a. Procedure:

All engines, past and future inclusive, shall not be entered into competition until a five member subcommittee of the RC Racing Contest Board has approved the engine by an affirmative vote of at least three members thereof. Such approval may be given orally but shall be recorded for future reference. An engine shall be considered eligible for competition if it meets all requirements of section 16.3.2.and, in addition, does not hinder the state of this entry level event as determined by the aforementioned five-member committee. The committee is appointed by the Racing Contest Board Chairman and will not include any member with a vested interest in the sale or manufacturing of an engine for this event. In addition, any engine can be removed from the list by an affirmative vote of at least three members thereof.

b. Motor (electric power system)

The electric motor, battery, ESC and battery charging specifications for this event are identical to those for EF-1 (Electric Formula 1, event 421) and can be found in section 16.5.2. Power system of the EF-1 rules. Electric motor mounting schemes shall be consistent with acceptable mounts used in Q-500 events currently. NO streamline transitions from the motor to the firewall are allowed. "X" mounts with stand-offs and extensions are acceptable provided they do not violate the ¼" radius rules established.

c. Propeller

1) *Material*

APC composite or a similar, commercially available composite.

2) *Dimensions*

Dimensions Minimum diameter nine (9) inches. Nominal pitch six (6) inches, as indicated by the manufacturer's stamp or packaging. NOTE: IC engines must use the propellers designed for IC engines and the electric motors must use propellers designed for electric power systems and shall carry the "E" designator as marked on the packaging.

3) *Availability, modification*

Propellers shall be commercially available and either supplied by the hosting organization or specified by brand and size in all pre-contest publicity. Propellers shall be stock, except as otherwise provided in paragraph 7.5.2.

d. Fuel

The fuel shall be commercially available, containing not more than 15 percent nitromethane, and shall be supplied and dispensed by the hosting organization. The dispensing operation shall include draining the tank of any existing fuel and then filling from a supply container when the pilot brings the aircraft to the ready box.

16.2.4. *Special Provisions*

a. Rule variations permitted

Any variations from the rules specified above should be noted in all pre-contest publicity.

Note: any variation that results in the use of engines larger than 0.464 cu. in. displacement, tuned mufflers, or tuned pipes will result in the event being sanctioned as Quickie 500 (Event No. 426) rather than Sport Quickie.

16.3. Event 426 Super Sport Quickie

16.3.1. Airframe

a. Weight

Weight of Q500 to weigh no less than 3 ¾ pounds. For electric powered models the weight is measured with the battery in place as flown.

b. Wings

1) Area

Minimum 500 square inches.

2) Span

Minimum 50 inches (projected), maximum 52 inches (projected).

3) Chord

Constant for at least 47-1/2 inches of span.

4) Airfoil thickness

Minimum 1-3/16 inches for at least 47-1/2 inches of span.

c. Fuselage

1) Depth

Minimum 3-1/2 inches at its deepest point, which must occur within the wing chord.

2) Width

Minimum 2-7/8 inches at its widest point, which must occur within the wing chord. Width and depth points need not coincide.

3) Cross-section

The fuselage shall have a simple, rectangular “box” cross-section with a maximum radius of 1/4 inch at the corners. Diamond-shaped cross sections are prohibited. Fillets or fairings between the fuselage and wing are prohibited. Canopies and turtle decks are acceptable but shall not be included in width or depth measurements. The front firewall shall be a rectangular, flat plate measuring at least 2-1/4 inches by 2-1/4 inches. The perimeter of the front firewall may be rounded to a maximum radius of 1/4 inch.

4) *Engine installation*

The engine and engine mount shall be fully exposed. No cowling or streamlining of the engine is permitted. A back plate-type radial engine mount that replaces the stock engine back plate may be used so long as it displaces the same crankcase volume as the stock back plate assembly. Corners and edges of the engine mount may be rounded to a maximum radius of 1/4 inch.

d. Landing Gear

The landing gear shall be fixed, with at least two main wheels of diameter not less than 2 ¼ inches. The wheels that met the 2-1/4" diameter when new, are legal to be used until worn to a diameter of 2-1/8" diameter. The main wheels shall be at least seven (7) inches apart, measured parallel to the wing span. No wheel pants, wheel spats, or strut fairings shall be used to streamline the main landing gear. Struts shall be either, round wire, at least 1/8 inch in diameter, or any other material no more than 1/8 thick. Flat stock or molded gears may be filed or otherwise shaped to an airfoil cross-section. Nose or tail wheels, if used, may be streamlined or enclosed.

16.3.2. *Power plant*

a. Engine

1) *Maximum displacement*

0.403 cubic inch.

2) *Configuration*

Stock, commercially available, front-intake, side-exhaust. Head shims are allowed, but sleeve shims are prohibited.

3) *Intake*

A single carburetor or venturi as provided by the manufacturer for the engine being used, with a maximum inner diameter of 9 mm (0.3543 inch). The carburetor may be locked or pinned in the open position and need not be a functional throttle; except that, if the carburetor throttle is not functional or a venturi is used, a separate engine shutoff mechanism shall be used. Other than such locking or pinning, the carburetor shall be stock.

4) Exhaust system

(a) General description:

The engine shall be equipped with an expansion chamber muffler, zero-boost muffler or tuned muffler as provided by the manufacturer for the engine being used, and having a single exhaust outlet with a maximum outlet area of 0.0621 square inches (equivalent to the area of a round hole measuring 9/32 inch in diameter).

(b) Inner configuration of tuned mufflers:

A tuned muffler used in this event shall have only one internal part, a straight tube or extractor of the type commonly known as a "mini-pipe". The mini-pipe shall have a constant, circular cross section and constant inside and outside diameter, with the following exception: the sidewall of the tube may be thickened not to exceed 0.078 inch wall thickness within 1/2 inch of the front end of the mini-pipe where it attaches to the header.

(c) Outside Dimensions:

The distance from the center of the piston to the centerline of the muffler shall not exceed 2 3/4 inches. The overall length of the muffler shall not exceed 7 1/4 inches, measured from the front of the header to the back of the exhaust outlet. The outside diameter shall not exceed 1 3/4 inches and both the inside and outside diameter of the outside shell of the muffler shall remain constant for at least 3 inches.

(d) Modifications:

No modifications to the muffler are permitted except that the muffler may be tapped for a pressure fitting to supply pressure to the fuel system.

5) Fuel feed

Other than muffler pressure, no fuel system pressurization is permitted.

6) Approval Criteria

(a) Maximum purchase price:

The retail purchase price of the engine and muffler sold as new shall be less than \$400 and shall be commercially available at the time of approval. A list of engines, approved for this event, shall be maintained by the Contest Board Subcommittee and shall be updated as necessary, annually. If the purchase price of an engine approved for competition at the beginning of a year is raised above the Maximum Purchase Price during the year, that engine shall remain eligible for competition for the remainder of that year only if that engine is identical in every respect to those engines from the same manufacturer which were approved for competition at the beginning of the year.

(b) Power output:

Sample engines are tested via committee. Engines are to be tested for power output in both the normal takeoff RPM range and the presumed in-air (unloaded) RPM range. Engines with superior performance to the currently approved engines are not to be approved so as to not hinder the state of this event. In addition, engines with performance clearly inferior to the currently approved engines are not to be approved in order to keep the list of approved engines down to the engines that are appropriate for the event.

7) Prior approval of engines

All engines, past and future inclusive, shall not be entered into competition until a five-member subcommittee of the RC Racing Contest Board has approved the engine by an affirmative vote of at

least three members thereof. Such approval may be given orally but shall be recorded for future reference. An engine shall be considered eligible for competition if it meets all requirements of section 16.4.2. In addition, the engine must not hinder the state of this event as determined by the aforementioned five-member subcommittee. The subcommittee is appointed by the Racing Contest Board Chairman and will not include any member with a vested interest in the sale or manufacturing of an engine for this event. In addition, any engine can be removed from the list by an affirmative vote of at least three members thereof.

8) *CD approval of alternate engine for new racers*

If a pilot who is new to racing wishes to enter into a contest for Event 426 with an engine not currently approved for Event 426 for the purpose of trying Quickie 500 racing, the CD of the event shall have the authority to authorize the use of the alternate engine if the engine demonstrates that it does not have a performance advantage over the engines officially approved for Event 426. CD approval of an engine under this rule is to be considered only for the contest at hand and is not to be considered permanent.

(a) Propeller:

1. *Materials*

APC composite, packaged for '40 Pylon' and containing a D-1 designation on the outside hub.

2. *Dimensions*

Minimum diameter 8-3/4 inches.

3. *Availability, modification*

Propellers shall be commercially available and stock, except as otherwise provided in paragraph 7.5.2

(b) Fuel

The fuel shall be commercially available, containing not more than 15 percent nitro-methane, and shall be

supplied and dispensed by the hosting organization. The dispensing operation shall include draining the tank of any existing fuel and then filling from a supply container when the pilot brings the aircraft to the ready box.

16.4. Event 421 EF-1 (Electric Formula One)

16.4.1. Airframe

Models must be primarily constructed of wood and covered with plastic film covering. Fuselages, wings and tails manufactured in molds designed to produce hollow core structures are prohibited. Painted molded fiberglass, vacuum-formed plastic, or 3D printed parts may be used as nonstructural add-ons or “slip-overs” such as cowls, turtle decks, fillets, and canopies to create more complex shapes. Wings and tails must be of built-up, all wood construction or wood sheeting over a solid foam core. Traditional fiberglass reinforcement, carbon fiber, inset wood or composite tubular spars continue to be acceptable. However, fiberglass or carbon reinforcement or covering (not including internal spars) may not extend beyond six (6) inches from the wing centerline. The last two inches of each wingtip may be made of any material.

a. Weight

Minimum three and one half (3.5) pounds (1.59 kg).

b. Wings

1) Area: Minimum 375 square inches (24.2 sq dm). Wing area is the total projected wing area and includes that portion of the wing covered by, or within the fuselage and fairings.

2) Span: Maximum 52 inches (projected) (132 cm). Removable wings are measured in their final configuration ready for flight.

3) Chord: No limit, however, the wing taper, in addition to other distinctive design features, is subject to the design approval requirements stated below.

4) Airfoil thickness: Minimum one-inch (25.4 mm) at the wing center section, and shall be measurable by the use of a “no-go” minimum thickness gauge at the closest point to the center of the wing as possible. In the case of non-removable or two-piece wings, the measurement shall be taken at the point closest to the fuselage that the measurement gauge

can be utilized. Thickness shall progress uniformly in a straight line or convex taper from the point of maximum airfoil thickness measurement to within 2" (51 mm) of the wingtip and shall have a minimum airfoil thickness of .5" (12.7mm) within 2" (51 mm) of the tip. The outboard 2 inches (51 mm) of the wing may utilize an alternate, but uniform, thickness taper or contour.

- 5) **Wing Trailing edge thickness:** The trailing edge of each wing panel must maintain a minimum of 1/16" thickness from the root to within 2" of the wing tip. This measurement will be taken at the point where the wing terminates at the trailing edge along its length.

c. **Fuselage**

- 1) **Depth**

Minimum six (6) inches (152 mm) at its deepest point. Depth does not include radiators or belly scoops (if any), but shall include the windshield, canopy, pilot's head, or headrest, but does not include tail surfaces, dorsal or sub fins, tailskids, or non-scale protuberances.

- 2) **Width**

Minimum three (3) inches (76 mm) at its widest point. Width and depth points need not coincide. Width does not include fillets, cheek cowl fairings, or non-scale protuberances. However it can be measured on the flat portion of the cowl.

- 3) **Cross-sectional shape and features**

- (a)

Profile representations of any significant feature of the full-scale prototype are prohibited. Cross-sectional contours at the height and width measurements and at stations determining the likeness to the full-scale prototype shall maintain the integrity of the contours in the full-scale prototype. The only exceptions permitted shall be in the motor and battery compartments for maintenance purposes and for cooling as specified in item (c) below. Non- scale protuberances cannot be used to meet dimensions

(b)

Cheek cowls, canopy if any, shall have at least a 5/8" (16 mm) radius at their widest point so that a hypothetical 1-1/4" (32 mm) diameter ball would fit inside, tangent to the outer surface. A cowl, canopy, or scoop with an oval or rectangular cross-section and corners of less than 5/8" radius (16 mm) satisfies this requirement if the hypothetical 1-1/4" (32mm) diameter ball would be fully enclosed. Cheek cowls shall represent the shape of the full size airplane at the front, middle, and rear, and shall be the same on both sides of the airplane unless the full-scale airplane had unequal cheek cowls. The plan view across both cowls shall be no less than 4.25" (108 mm) at its widest point. Any chin scoops will be represented as on the original. Canopies must have a minimum outside radius of 5/8" (16 mm) at the pilot's head area and a minimum of 1.75" (46 mm) at the un-filleted base of canopy. Canopy must represent shape of original version both front and back.

(c)

Cooling holes and vents for the purposes of allowing cooling airflow to the motor, ESC and battery shall be allowed as long as they do not change the outlines of the aircraft.

d. Landing gear

The landing gear shall be fixed and shall resemble that the full-scale aircraft as to location on the airframe and the number of wheels used, with the exception that a tail skid may be used in instead of a tail wheel. Main wheels shall be a minimum of 2.125" (54 mm) in diameter when new with a hub width and tire width of no less than .700" (18 mm) for at least 1.5" (38 mm) of the diameter and shall be separated laterally by at least 7.5" (203 mm) as measured at the outside of the wheels. Main wheels that met the 2.125" (54 mm) diameter when new, are legal to be used until worn to a diameter of 2.0" (51 mm).

e. Replica rule

Models entered in this event shall be of conventional layout and be recognizable replicas of full-scale, human-carrying, propeller-driven aircraft that raced in the 190/200 cubic inch class of Formula I closed-course racing competition. Models of full-scale aircraft that do not meet the objective requirements of these rules (for example, a model of Wild Turkey whose wing thickness does not progress in a "straight line or convex taper" as required by paragraph 16.7.1.b.4)., or a model of the

mono-wheel version of Fast Lane Exit that does not meet the main wheel track requirement are prohibited. All airplanes must be of conventional design, tractor configuration. Pusher type airplanes will not be allowed.

- 1) Wing and tail outlines shall maintain the integrity of the outlines of the full-scale prototype aircraft, as shown by photographs or 3-views

(a)

Acceptable wing shapes in plan view include:

- i. Constant chord (i.e. “Hershey Bar” wings, Cassutt)
- ii. Straight taper from root to tip (i.e. Lil Toni, Shoestring)
- iii. Elliptical wings (i.e. Shark, Stinger)
- iv. Double taper from root to tip (i.e. GR-7, Alley Cat)

(b)

The fuselage side view, top view, and cross sections shall maintain the integrity of the outlines of the full-scale prototype aircraft, as shown by photographs or 3-views.

f. **Prior approval of designs**

- 1) All designs, past and future inclusive, shall not be entered in competition until three (3) accurate views or photos of the model and the full-scale prototype aircraft (including cross section views of the fuselage at the trailing edge of the wing with dimensions) have been submitted to the EF1 Approval Committee and approved. The committee shall base their decisions regarding approval both on these rules and the guiding theme of the event, and may at their sole discretion deny approval for a submission which may meet all the criteria yet violates the spirit of the event at any time. Such approval may be given orally, but shall be recorded for future reference. In the case of unusual or little known designs, the designer shall produce documentation to clarify that such a design did exist.

- 2) A list of approved designs shall be published and maintained.

- 3) Any scratch built or non-commercial design must have plans available upon request. The length of time for availability shall follow commercially available guidelines listed in the general section of the AMA Competition Regulations for RC Pylon Racing. The plans must include exact representations of the dimensions and components used on the model in top and side view. Any canopy, cowl or turtle deck does not need to conform to commercially available rules, and the designer does not need to make these items available to the public.

- 4) Membership of committee

The five-member committee shall be appointed by the Chairperson of the RC Racing Contest Board and may consist of any five members, including the Chairperson, who do not have a financial interest in any kit manufacturing business that produces airplane kits for this event. If a design has been disapproved by the five-member subcommittee, the designer is entitled to review by the entire contest board.

g. Tail Surfaces

Tail surfaces shall be flat plate surfaces with a minimum thickness of 3/16th inch (5 mm), with rounded edges on the leading edge and tips. Rounding of surface edges shall be limited to rounding to a radius equal to 1/2 the thickness of the surface and the rounding shall begin at a distance no further than the measure of the thickness of the surface from any edge of the surface. The movable elevator and rudder control surfaces may be tapered in a straight line or convex taper to a minimum of 1/16" trailing edge. If a fixed portion of the horizontal stabilizer extends to the trailing edge at the tip of the elevator or rudder, that portion of the stabilizer may be tapered to match the elevator or rudder but, only from the hinge line aft. The horizontal stabilizer, including elevators, shall be a minimum of 70 square inches (4.5 sq dm).

h. Spinner

Spinner diameter should represent that used on the full size airplane. Slightly smaller is acceptable, provided it is a minimum of 1.5" (38 mm).

i. Control linkages

Movable tail surfaces shall be connected to the servos using fully exposed, external control horns and pushrod connections. Ailerons may be driven through internal torque rods from a servo or servos located at the center section of the wing, but if aileron servos are mounted outboard of the center section, they shall be connected to the ailerons using fully exposed, external control horns and pushrod connections at the moving surface.

16.4.2. Power system

EF1 is intended to be enjoyed by the maximum number of potential participants. Therefore, all power system components, including motor, ESC, BEC, battery and connectors shall be off-the-shelf and readily available to the general public in reasonable quantities and at reasonable prices. Only the components listed in subparagraphs a. to e. below are allowed, with the exception of:

- (a) An arming switch, plug, or fuse to disconnect the motor battery without accessing the battery compartment; and
- (b) A separate battery of not more than nominal 7.4 volts to power only the receiver and servos.

a. Motor

1) The motor shall be a direct-drive, 3-phase, brushless electric motor with magnets fastened to a rotating outer housing and a fixed armature, with wound copper wire, at the center, commonly known as an "outrunner" style motor. The motor shall be commercially available and in stock configuration as provided by the manufacturer and not modified in any way other than the addition or substitution of items identified in (4) below.

2) All motors shall be approved for use by the EF1 Committee prior to their being entered in competition. All motors eligible for approval shall be substantially similar in power and performance to the E-Flite Power 25 1250kV - 60A outrunner motor. Manufacturers wishing to have

a motor approved for competition shall submit a minimum of three (3) production examples accompanied by a full set of technical specifications and drawings and a detailed distribution plan to the EF1 Approval Committee.

3) Approved Motors:

(a) E-Flite Power 25 1250kV - 60A outrunner motor. Product number: EFLM4025B

(b) Turnigy AerodriveXp 25 SK Series 35-42 1250Kv

(c) Arrowind 2820-07, 1300 Kv motor. Product number: BH-1834

(d) OS Brushless Motor OSMG9525, 1200 Kv motor. Product number: OMA-3820-1200

(e) Great Planes Rimfire EF1 Race 35-45-1250kV Outrunner BL. Product number: GPMG4630

(f) Hobby King NTM Prop Drive Series EF-1 Pylon Racing Motor. Product ID NTM-EF1-1300

(g) OS Brushless Motor OSMG9524, 1200 Kv motor. Product number: OMA-3820-1200

(h) Cobra C-2826-EF1, 1200 KV

(i) Great Planes Rimfire 35-45-1250kV EF1 Mtr Collet Adaptr. Product number: GPMG4631

(j) Avian EF1 Race 3545-1250kV Outrunner BL Motor, Product Number: SPMXAM4630

4) The following items are not considered part of the motor and may be substituted as desired:

(a) Connectors for electronic speed control

(b) Drive washer or collets

(c) Mounting hardware

(d) Propeller nut

(e) Propeller washer

(f) Spinner

b. **Electronic Speed Controller (ESC)**

- 1) A commercially available brushless Electronic Speed Controller with a minimum of 60 amp rating shall be utilized and controlled by a separate throttle channel. The ESC cannot exceed the \$150 US price cap as purchased from the designated MFG distribution channels, (not including tax and shipping).
- 2) Speed controller may incorporate a Battery Eliminator Circuit (BEC) which would eliminate the need for a separate battery to power the receiver and servos.

c. **Battery:** Battery shall be a commercially available Lithium Polymer (LiPo) battery.

- 1) **Maximum Number of Battery Cells:** Motor battery shall have a maximum of 4 cells, and all cells shall be contained in shrink tubing.
- 2) **Maximum Battery Weight:** Motor battery pack shall have a maximum weight of 365 grams including all connectors, wires and shrink tubing. It is required that batteries utilize a balancing tap to balance the individual cells during charging and facilitate verification of the battery voltage by the event administration just prior to each heat race.
- 3) **Battery Retention:** There shall be a means of positive retention of the battery pack within the airplane to prevent it from shifting during flight.
- 4) **Heater boxes Prohibited:** A heater box is any electrical or mechanical device that is used to raise the temperature of your battery pack. Other means of raising the temperature of your battery that are prohibited:
 - a. Placing your battery on the dashboard or the interior of your car.
 - b. Any significant source of added heat, including concentrated or stored solar energy used to raise the temperature of your battery.
 - c. In cases where the outside temperature is below 60 degrees F, race organizers may choose to allow battery heating. If they do, it must be published prior to the event.
- 5) **Over Charging:** Charging your batteries in such a way that the total voltage exceeds 16.9 V is prohibited. It is recommended that while the models are in the ready area, each pilot allows his battery to be checked by a course appointed representative. If a pilot's pack exceeds 16.9V, this pilot will not be allowed to fly in the

current heat. After the battery is checked it cannot be substituted or charged again prior to the current heat.

d. Wires and Connectors

Wires and connectors shall be of a sufficient capacity to accommodate the power system rating. All wires or connectors shall be fully insulated and protected. No open or unshielded wiring or connectors are permitted. Connectors shall be polarized and of sufficient size rating. Wiring for transmission of current to the motor shall be a minimum 14AWG rating. ESC wire to the receiver's throttle channel shall be a minimum 22AWG rating.

e. Propeller

Propeller shall be the APC 9 x 6E Thin Electric Propeller, part number LP09060E. The propeller shall be used in stock configuration except that it may be balanced by removing material from the face of the heavy blade. Any twisting, bending or tampering of the stock propeller is prohibited and will not be allowed.

ADDENDUM A: RACECOURSE PERSONNEL AND THEIR DUTIES

The material presented here is intended to “flesh out” the bare bones of the rules in a way that is helpful and readable. New CDs and racecourse workers should look here first for answers to frequently asked questions about how to conduct an RC Pylon race.

Please note, the suggestions contained in this addendum are not “rules,” however, experience has shown that following these suggestions greatly improves the odds of conducting a race that complies with the rules and that contestants will consider fair and enjoyable.

Additional information, as well as illustrative diagrams and photographs of racecourse equipment, may be found in the NMPRA's *Pylon Racing Procedure Guide*. Contact AMA Headquarters for information about how to obtain a copy.

1. Overview

In addition to the CD, the personnel required to fully staff a three-pylon race at which four-plane heats will be flown consist of the following:

Starter

Assistant starter

Four timers/lap counters

Four pylon #1 flaggers

Pylon #1 chief judge

Pylon #2 cut judge

Pylon #3 cut judge

Pit boss

Scorekeeper

Fueling station supervisor

Transmitter impound supervisor

This brings the total to 17. Some of these positions can be combined if necessary. For example, an experienced starter may be able to get along without an assistant. The scorekeeper can double as pit boss. Fuel and transmitter impound functions can be combined so long as strict attention is paid to ensuring that all transmitters brought to the impound are turned off.

At smaller meets, the crew can be further reduced by one timer/lap counter and one pylon #1 flagger if the aircraft are flown in three-plane heats rather than four-plane heats.

2. Starter and Assistant Starter

The starter's primary duties are to signal the start and finish of each heat, coordinate the efforts of the other racecourse workers, and transmit the scores and times from each heat to the assistant starter or scorekeeper.

The starter should be equipped with the following:

(a) A clipboard containing heat result sheets, in sequential order, with the pilots' names filled in and blanks for each pilot's finish position, number of cuts, official time, and points earned for the heat;

(b) A signal flag, preferably one bearing the classic black-and-white checkerboard pattern; and

(c) A walkie-talkie or headset radio. Other helpful accessories are a bullhorn, some numbered dice or cards for random assignment of aircraft to starting lane positions, and a large starting clock with a clearly visible sweep hand.

The assistant starter's primary duties are to help the starter deal with the paraphernalia listed above (chiefly the clipboard) and to act as a second set of eyes and ears for the starter in case of a close finish or other complication.

The starter and the CD should not be the same person, so the CD can act as an impartial arbiter if questions arise concerning operation of the race.

The starter should stand ahead and to the left of the starting line, as viewed from the pilots' standing area facing pylon #1. When the pilots have reached their assigned positions on the starting line, the starter should direct the pilots or callers to hold up the aircraft one by one, so that all the racecourse workers can clearly see and identify them. The starter should then broadcast (via walkie-talkie) a unique identifying number or color for each aircraft.

After identifying the aircraft, the starter should remind the pilots to make sure their transmitters and receivers are turned on and functioning properly. It is a good idea to ask to see a "wiggle" of confirmation from one of the control surfaces on each aircraft. After that, the starter announces, "You're on the clock," and the heat is ready to begin.

If one or more pilots have trouble starting their engines, the starter should not delay the launch signal. To do so would unfairly penalize those who got running promptly by allowing their engines to overheat. However, even if the pilots in the first of two groups in a staggered start (see paragraph 13.1.9.) are unable to go, the pilots in the second group still must wait for the second launch signal.

A good way to signal the two groups for a staggered start is to press the tip of the starting flag against the ground as the starting clock winds down, then abruptly raise the flag for the first launch signal. This prevents any chance of flinching ahead of time, and makes it easy to immediately drop the flag downward for the second launch signal.

During the heat, the starter and assistant starter should keep track of the lead aircraft and remain apprised of any cuts via walkie-talkie. The starter should strive to inform the pilots and callers (using the bullhorn if one is available) of any cuts as they are called by the cut judges. However, the fact that a pilot did not hear this information right away is not grounds for a re-fly.

The starter should call "up and out" to any pilot who appears to have double-cut or who is otherwise disqualified.

At the finish, the starter should wave the checkered flag for the aircraft in the order in which they complete their required number of laps. Then the starter and

assistant starter should double-check via walkie-talkie with the timers/lap counters individually for each pilot's finish position, elapsed time, and cuts (if any), fill out the heat result sheet, and send it in to the scorekeeper with the winner of the heat.

Note that it is possible for a pilot who has already cut once to cut again on the 11th lap. This counts as a double-cut and results in a score of zero points even though the pilot received the checkered flag.

In the case of a "photo finish," the starter and assistant starter must determine the order of finish. Stopwatch times should not be used as a tiebreaker because manually operated stopwatches are not precise enough for this purpose.

Any disputes concerning the order of finish, times, cuts, etc., should be resolved promptly at the conclusion of the heat. If a pilot believes that a mistake in lap counting or calling of cuts has affected the order of finish, the order of finish can be changed only if the timer/lap counter or other racecourse officials involved freely admits making a mistake or if all the pilots in the heat agree on a different order of finish.

3. Timers/Lap Counters

The job of each timer/lap counter is to follow one aircraft, to the exclusion of all others, for the duration of the heat and to accurately record the laps completed and the elapsed time for that one aircraft. Ideally, the timer/lap counter's eyes should never leave his or her assigned aircraft between the time it is held up on the starting line for identification and the time the starter gives it the checkered flag at the end of the heat.

Standard equipment for the timer/lap counter consists of a stopwatch and a hand-held clicker or similar device for counting laps. At least one of the timers/lap counters should also be provided with a walkie-talkie, headset radio, or other means of communicating with the starter on the racecourse. Alternatively, a graphic display visible to the pilots, callers, and starter and actuated from the sideline may be used.

All of the timers/lap counters should start their stopwatches at the first launch signal from the starter. This is a reference from which all elapsed times are measured.

Each timer/lap counter should record a lap completed each time his or her assigned aircraft crosses the start/finish line. If the pilot of the aircraft is called for a cut and the cut information is relayed to the timer/lap counter, the timer/lap counter should make a mental note that the pilot will not be finished after 10 laps, but must go 11 laps to complete the heat.

On the pilot's last lap, the timer/lap counter should watch for the aircraft to cross the start/finish line and stop the stopwatch at the instant it does so.

If the stopwatches are capable of a “split” function, it is a good idea to get both a 10-lap and 11-lap time for each aircraft, just in case the pilot should cut on the 10th lap and need to make one more to complete the heat. (Experienced pilots will often make an 11th lap whether they need to or not, just for this reason.)

4. Pylon #1 Flaggers

Like the timers/lap counters, the pylon #1 flaggers each watch one aircraft, to the exclusion of all others, for the duration of the heat.

The primary job of each flagger is to signal the pilot when his/her aircraft has gone the required distance to pylon #1 and therefore can turn without cutting. The secondary job of each flagger is to notify the pylon #1 chief judge if the aircraft turns before getting to the pylon.

Flaggers are stationed on the sideline, looking directly out (i.e., perpendicular to the sideline) toward pylon #1.

The flaggers’ standard equipment consists of (a) a color-coded signal light, shutter, or flag with which to signal a turn, and (b) some form of “cut” indicator with which to signal a cut. The flagger must choose between these two types of signals every time a signal is given. The “turn” and “cut” signals are mutually exclusive.

As viewed from the sideline, it is physically impossible for an aircraft to go the required distance to pylon #1 and also to cut inside pylon #1 on the same turn. Therefore, if you have signaled the pilot that he/she has gone the distance, you should not call a cut.

Also, resist the temptation to “help” the pilot by signaling too soon. This will just mislead the pilot into thinking the racecourse is shorter than it actually is, and possibly cause the pilot to cut on the next lap. The pilot is relying on you to be precise, consistent, and impartial.

When the aircraft are held up for identification before the beginning of the heat, the flagger for each lane should flash or waggle the turn signal device to indicate recognition of his/her assigned aircraft. After launch, and after the aircraft crosses the start/finish line on each succeeding lap, the flagger should do as follows: If the signal device is a flag, hold the flag aloft so that it is clearly visible as the aircraft approaches, then drop it smartly the instant the aircraft intersects the imaginary plane established between pylon #1 and the flagger’s position on the sideline. (See racecourse diagram.) If the signal device is a shutter or light, activate it crisply at that same instant and hold it in the open or “on” position for one or two full seconds at least, so the pilot and caller are sure to see it—but not much longer than that, to avoid confusing the other pilots.

A turn is legitimate (i.e., there is no cut) if any part of the aircraft goes past the pylon. If there is any doubt about a possible cut, the pilot should be given the benefit of the doubt.

Sometimes the “cut” indicator is simply a continuous flashing or waving of the signal device. If this is the method being used, be sure to flash or wave as necessary for at least several seconds, and communicate the cut to the pylon #1 chief judge. If he or she concurs that it is indeed a cut, the chief judge will notify the starter. Then continue signaling as before.

5. Pylon #1 Chief Judge

The pylon #1 chief judge is stationed with the pylon #1 flaggers and should be equipped with a walkie-talkie or headset. The chief judge communicates aircraft identification information to the flaggers at the beginning of each heat, confirms any cuts called by the flaggers, and relays cut information to the starter. Other than the starter, the pylon #1 chief judge should be the most experienced worker on the racecourse.

6. Pylon #2 and #3 Cut Judges

The primary job of the pylon #2 and #3 cut judges is to watch all of the aircraft in each heat and relay cut information to the starter. Standard equipment for the cut judges includes a chair and sunshade, a walkie-talkie or headset, and a note pad or dry-erase board on which to jot color schemes and other aircraft identification information for each heat.

The #2 and #3 cut judges should be positioned on the sideline, looking out toward their respective pylons at an angle sufficient to see whether the aircraft are cutting (see racecourse diagram).

Each of the cut judges may also be equipped with an ordinary transmitter antenna, fishing rod, or thin dowel mounted vertically on a stand or stake in front of his/her chair to help judge whether the aircraft are staying outside of the imaginary vertical line extending above the pylon, and/or an air horn to “toot” as an offending aircraft passes the pylon.

To notify the starter of a cut, the cut judge announces on the walkie-talkie, “Cut on Yellow!”, “Cut on Lane Three!”, or words to that effect. Alternatively, the cut judge may simply put a check mark next to the appropriate aircraft lane or color on his/her notebook or dry-erase board, then report the total number of cuts recorded for each aircraft at the end of the heat.

A turn is legitimate (i.e., there is no cut) if any part of the aircraft goes outside and around the pylon. If there is any doubt about a possible cut, the pilot should be given the benefit of the doubt.

7. Pit Boss

The pit boss calls up the pilots by heats to fuel and place their aircraft in the ready area. A public address system or bullhorn is helpful in this task. Both the pit boss and the scorekeeper, if possible, should be equipped with walkie-talkies to communicate with the starter. In addition, one of them should have an air horn to sound in case of a sideline cut.

The pit boss may be the same person who conducted safety inspection at registration. (See 8. Preflight Inspection of Aircraft.)

8. Scorekeeper

The scorekeeper collects heat results from the starter and records scores on a master list or scoreboard as the contest progresses. This may be done manually or, if suitable computer equipment and power supply are available, scorekeeping may be done via computer using any of several commercially available matrix programs.

The scorekeeper may be the same person who set up the heat matrix at registration. (See 14, Heat Matrix, and 15, Scoring.)

The scorekeeper should take care to differentiate a pilot's place in the heat (that is, his or her finish position) from the points awarded for that place. The two numbers are usually the reverse of each other: a pilot who finishes first will have a "1" under "Place" on the heat card, but a "4" under "Points." On the other hand, a pilot who finishes 4th (last) in the heat will have a "1" under "Points." (If three-plane heats are being flown, the numbers to watch out for are "3" and "1.") To reiterate: a better finish results in more points, not fewer.

9. Fueling Station Supervisor

This person runs the fueling table. He or she should ensure that each pilot who brings an aircraft to the ready area drains it of fuel then refuels it from the common supply. After fueling, the aircraft should be placed in the ready area and not taken back to the pits.

The fueling station supervisor should be equipped with an accurate scale for weighing-in of aircraft that are returning to the pit area after flying a heat. Usually the heat winner (who may also be carrying the completed heat result sheet for the scorekeeper) will need to stop at the scale to verify that his/her aircraft is at or above the minimum allowable weight. The fueling station supervisor can supervise the weighing-in operation as well.

10. Transmitter Impound Supervisor

This person should be provided with a large rack or folding table, protected from the sun and rain, on which to collect and safeguard the contestants' transmitters. Transmitters should only be given to pilots who are on their way to the ready area, and should be checked when brought in after each heat to ensure that they are not left on.

The transmitter impound supervisor may also be one of the people who helped with registration, inspection, or setting up the matrix.