

Las Vegas Club Pylon Racing Proposed Racing Information 04/05/2014

The information below is being proposed as a starting point for club style racing in the Las Vegas area. It includes the basic race procedures and information for the current proposed classes as well as the class specific information. The main purpose of club style racing is to promote racing at the grass roots, club level and to offer an RC activity that is fun and inexpensive as well as simple to participate in and maintain in the future.

Safety is paramount in this endeavor and it is important to know that consideration has been given to as many situations we are aware of to insure these events are conducted as safely as possible. Note that if the general information or classes do not specifically state whether something can or cannot be done it is advised to err on the side of caution and assume that it cannot be done.

Please Note: It is important to remember this is intended to be a fun event and expose as many flyers as possible to racing. There is no need to think it necessary to have a “specialty” plane to race. The “Just for Fun” and “Sport” classes listed are set up as such to accommodate those who want to give racing a try without feeling like they must have a “racing” plane. If you have a plane that fits into the guidelines listed below, by all means feel free to bring it out and give it a try, (in other words, “fly what you bring”, with few limitations). This information is also not to be considered as the permanent format going forward as to how the events will be held. As was stated, it is being done to introduce racing to the local flyers and, if determined, may change to better serve the interests of those involved.

1. General Race Procedures and Information:

- 1.1. AMA membership is required and **proof will be verified**.
- 1.2. The current AMA safety code will be followed.
- 1.3. Current flying field or club rules will take precedence over these procedures.
- 1.4. Events will be flown on a two-pylon course.
- 1.5. All planes must comply with the current AMA safety code.
- 1.6. Pilots may enter all classes offered.
- 1.7. All airframes will be inspected prior to racing. Any plane determined to be unsafe or not airworthy will be required to be made safe prior to racing.
- 1.8. All planes must have flown prior to racing, no maiden flights in the first heat.
- 1.9. Heats will be run with a maximum of 3 or 4 planes per heat, (see specific class information), 10 laps per heat.
- 1.10. Planes will be required to have some form of “ground steering”.
- 1.11. All pilots, callers and anyone else considered to be “on the course” or in front of the safety line will be required to wear an approved hard hat, (which may be provided if needed). There will be no flying in between the pilot line and the dead line, which will be identified during the pilot’s meeting.

- 1.12. All pilots must have a caller or spotter with them on the flightline at all times. There can only be one person with each pilot on the flightline during the heat.
- 1.13. Fuels and batteries used must be of a type that is commercially available to anyone and comply with the current AMA safety code.
- 1.14. Propellers must be commercially available to anyone and comply with the current AMA safety code.
- 1.15. All pushrods must be attached to the control surfaces and servos by either a clevis or other solid form, (L bends with a keeper, Z Bends, soldered, etc.). No ez connectors.
- 1.16. However, ez connectors can be used on the throttle connection.
- 1.17. All engines will be required to have the throttle cut-off or engine shut-off available from the transmitter.
- 1.18. Order of take off and landing will be at the Starter's discretion.
- 1.19. All takeoffs will be roll on ground. Pilots will be notified that the heat is starting and, at the starter's signal, will have 90 seconds to get the engine started and the plane airborne.
- 1.20. Any pilot not in the air with 10 seconds or less left on the clock will be signaled as a "No Start" and will not be allowed to take off. A re-fly may be granted under certain circumstances that are yet to be determined.
- 1.21. The end of the 90 seconds, (equal to "0" on the clock), will signal "go" and the race will begin.
- 1.22. Official timing of the heat for all planes will begin at the "go" signal, ("0" on the clock).
- 1.23. Aircraft shall not fly lower than the tops of the pylons, (which will be between 15 and 20 feet high), at any time except during takeoff and landing.
- 1.24. A jump-start is called if the plane crosses the start/finish line before "0" on the clock.
- 1.25. Any pilot who feels they may jump the start will be required to circle to the left, (not loop), behind the starting line and start again.
- 1.26. A jump-start will count as a single cut for the heat and will be determined by the starter.
- 1.27. A cut is called if any part of the airframe does not break the plane of the pylon line. It is not necessary to fly around the pylons but some part of the airframe must go past the pylon line, (as determined by the pylon judges).
- 1.28. A pilot who receives 1 cut during a heat will receive 1 point for the heat, no matter the finish position. 2 cuts in a heat will result in 0 points for the heat.
- 1.29. No aerobatics before, during or after the heats.
- 1.30. Any unsafe flying or act, (aerobatics, flying in front of the deadline or over the flightline, etc.), will receive a warning for the first infraction with any subsequent offenses possibly receiving a black flag which may result in a disqualification for the heat and possibly for the event depending on severity.

Proposed Racing Classes

2. Just for Fun, Fly What you Brung:

This class is being offered to give pilots the opportunity to try racing without feeling like they need a "specialty" racing plane and without a clear cut winner. The airframe and engine requirements are designed to allow a wide range of basic airframes and power systems yet keep a comfortable safety factor during the heats. This class is being offered as more of a short term, provisional class with the idea that more structured, long term classes will be the norm going forward.

Please read the following information carefully.

- 2.1 Since there will be no declared winner, there will be no entry fee for this class.
- 2.2 All airframes must be propeller driven, do ducted fans or turbines.
- 2.3 Wings must be held on with bolts, no rubber bands.
- 2.4 The minimum wing area will be 375 sq. in. Maximum wingspan will be 76".
- 2.5 Maximum weight will be 15 lbs., fueled and ready to fly.
- 2.6 Maximum engine displacement will be a .91 ci for a two stroke engine and 1.20 ci for a four stroke or gasoline engine.
- 2.7 Purpose built engines are not allowed, (Nelson, Jett, Rossi, etc.).
- 2.8 Mufflers are required on all engines.
- 2.9 Electric power is allowed as long as the maximum motor size is equivalent to the engine sizes listed in section 2.6.
- 2.10 Heats will be run with a maximum of 3 planes per heat.
- 2.11 Models that qualify as a Quickie 500 or Q-40 airframe, (AMA events 422, 424, 426 or 428), are not allowed in this class.
- 2.12 Any style of plane may be used, (trainer, warbird, sport, scale, bi-plane, etc.), as long as it complies with the items listed above and with the current AMA safety code. There may need to be some exceptions made for some of the types of airframes that are entered, but that will be addressed on an as needed basis.

3. Club Sport Class:

This class is also being offered to give pilots the opportunity to try racing without feeling like they need a “specialty” racing plane but is more of a structured class and a winner will be determined using points earned during the day. This class will use a maximum heat time during the race of 2 minutes, 30 seconds. This allows a wide variety of airframes and power systems to be used.

Please read the following information carefully.

- 3.1 Entry fees for this class will be \$10.00.
- 3.2 This class will use a maximum time of 2 minutes and 30 seconds, (150 seconds), over 10 laps. Time may be adjusted depending on course size or other factors.
- 3.3 The use of timing devices on the flight line by either the pilot or caller or anyone else to give an indication of lap times to the pilot is not allowed. This includes timers built into transmitters. If it is discovered that a timing device has been utilized the pilot will be disqualified from the heat.
- 3.4 Any airplane flying faster than the minimum time of 2 minutes and 30 seconds, (i.e., 2:29.99 or lower) will receive 1 point for the heat, no matter the finish position.
- 3.5 Heats will be flown with a maximum of 4 planes per heat, 10 laps per heat.
- 3.6 Points are awarded according to finish position with 3 or 4 points being awarded for 1st place, (depending on maximum number of planes per heat), and 2 or 3 points being awarded for 2nd place, (once again depending on maximum number of planes per heat), etc.
- 3.7 Ties will be decided by using the lowest legal time for the day posted in the class by the pilot.
- 3.8 All airframes must be propeller driven, do ducted fans or turbines.
- 3.9 Wings must be held on with bolts, no rubber bands.
- 3.10 The minimum wing area will be 375 sq. in. 80” maximum wingspan.
- 3.11 Maximum weight will be 18 lbs., fueled and ready to fly.
- 3.12 No maximum engine displacement requirement.
- 3.13 Mufflers or tuned pipes are required on all engines.
- 3.14 Power may be glow, gas or electric.
- 3.15 Backup airframes may be used but must be inspected before racing begins and must be on the same frequency as the primary airplane.
- 3.16 Any style of plane may be used, (trainer, warbird, sport, scale, bi-plane, etc.), as long as it complies with the items listed above and with the current AMA safety code.
- 3.17 Entry fees from this class will be divided among the club and the participants in the class. 40% of the entry fees will go to the host club. 10% of the entry fees will go to the racing organization to help cover the costs of the race. 50% of the entry fees will be given to the class winners with 50% given to 1st place, 30% going to 2nd place and 20% going to 3rd place.

4. Club Sport Quickie Class

This class will follow the basic format of the AMA 424 (Quickie 500 Sport) class with a few exceptions.

This class is more of a specialized class but we are allowing some variances from the AMA Sport Quickie class knowing there are some pilots that have older airframe and engine combinations.

- 4.1 Entry fees for this class will be \$10.00.
- 4.2 There is no time limit for this class.
- 4.3 Minimum wingspan will be 50 inches.
- 4.4 Minimum wing area is 500 sq. in.
- 4.5 Wings and tails must be constructed of either all wood or wood sheeting over a solid foam core. Wings and tails manufactured in molds designed to produce hollow core structures are prohibited. Traditional fiberglass reinforcement, carbon fiber or inset wood spars continue to be acceptable. The last three inches of each wingtip may be made of any material.
- 4.6 Minimum dry weight will be 3.75 pounds, (3 lbs. 12 oz. or 60 oz., ready to fly, no fuel).
- 4.7 Maximum engine size will be .403 c.i. two stroke.
- 4.8 All engines must be of stock configuration with no modifications or enhancements.
- 4.9 Mufflers must be of stock configuration with no modifications or enhancements to increase performance, with the exception that the baffle may be removed.
- 4.10 No tuned pipes or boost mufflers allowed.
- 4.11 Purpose built engines such as Nelson, Rossi or Jett engines are not allowed.
- 4.12 Y.S. engines are not allowed.
- 4.13 Fuel for this class will be provided by the race organization. Fuel will have a Nitro-Methane content of 15%.
- 4.14 Any propeller may be used as long as it is commercially available and complies with the current AMA safety code. (NOTE: Propeller type and size may be subject to change. Propeller may or may not be supplied by the race organization. Check the specific race information for details).
- 4.15 Any type of wheel may be used but is subject to change. Check the specific race information for details.
- 4.16 EZ connectors are not allowed for any control surfaces, however they may be used on throttle connections
- 4.17 All engines must have the throttle cut-off or engine shut off from the transmitter.
- 4.18 Backup airframes may be used but must be inspected before racing begins and must be on the same frequency as the primary airplane.
- 4.19 Entry fees from this class will also be divided among the club and the participants in the class as described in section 3.17.

Once again, the information above is, we believe, a good start for club level racing events. There are a few other classes that can be looked at for possible future races as the abilities of the pilots improve or if the pilots feel they may be a better fit or give flyers an opportunity to “move up” to another class.

One of the advanced classes to think about would use basically the same airframes as the “Club Sport Class” with a few minor changes, especially in the minimum time allowed, which would be lower and can be easily accomplished by just adding more power to the plane by either using a larger power plant or by changing props or fuel, etc.

Another class format that would be easily incorporated into club style racing is a loose form of a “Spec.” class. There are several racing programs around the country that utilize this format which basically limits the airframes to just a few inexpensive and easy to acquire models and use the same engine, prop and fuel, etc.

If more information is needed or if there are any questions, please feel free to contact us: supra@miners-peak.com