



General Rules V19-21.0

OVERVIEW

It is the competitor's and caller's responsibility to understand these rules. After the pilot's briefing has concluded, it is the responsibility of Officials to apply the rules and run the meeting, not to train people who do not understand or have not read the rules. It's all very friendly and most people are willing to help you out, and these rules have been written to try and make it as simple as possible whilst remaining clear in their meaning.

Racing is Racing and to be competitive, a competitor must consistently start the model and get into the air on time, completing each race without incurring any cuts. Getting the basics right will put you into the top half of the results without a huge amount of effort. Landing safely is also very much the name of the game. Get all that happening first, then start the search for additional speed.

Some competitors will put in a large amount of time to achieve this, whilst others may not. Many competitors travel long distances to go racing and we all want to see everyone enjoy the event, however if things don't go your way by not applying the rules, it is not fair to the others.

CONTEST DIRECTOR

The Contest Director (CD) shall deal with all protests or issues arising throughout the event. Once the CD has made their decision, that decision is final.

Engine protests will be \$150 to cover inspection costs.

THE RACE

Airborne start, ten laps, four plane heats wherever possible.

ENGINE START

A three-minute start time is given for all racers to be in the air. Anyone who takes off, has problems, and lands will NOT be able to restart. A takeoff that is aborted before the model is airborne may be attempted again. A model that has been released right at the end of the time period and completes the takeoff will be allowed to join the race.

MODEL ID

This is done in the air. After taking off the model flies to the Number One Pylon. After receiving their respective light, turns left then proceeds to Pylon Two. After receiving their second light the model must head of the circuit and orbit within the start milling area. Models that continue to circulate the course will receive a cut. In other words, we do not want models circulating the course as this creates confusion when each marshal is trying to identify the particular aircraft they are judging.

Scale colour schemes are not required and a personalised scheme is encouraged to assist in identification of the model, should more than one example of a prototype be entered.

If using an ARF aircraft every effort should be made to differentiate your model, as it is very difficult for lap and light operators to separate different models with the same colour scheme.

START

A thirty second countdown to the start will commence once all models have been identified. The race will start when the countdown timer reaches zero and the computer race clock will start automatically at that point. An audible signal (horn) will be used to indicate the race has started and will be sounded as close to the start as possible. It should be noted the horn is not the official start and is used to supplement the countdown clock. Any model that enters the course and performs a loop or 360 degree turn to avoid crossing the start/finish line prematurely will receive a cut, however throttling back and side slipping without deviating from your entry to the course is acceptable to slow down to prevent a jumped start.

FINISH

After completing the race fly 2/3rds of an eleventh lap then exit the course safely at Pylon 2, then orbit in the START MILLING AREA. Landing will be at the starter's direction.

SCORING

If 4 or less rounds are flown, all round scores count. If more than 4 but less than 8 rounds are flown, the lowest score for one round is dropped. If 8 or more rounds are flown, the 2 lowest scoring rounds are dropped. ie if six are rounds flown, the five best rounds count.

Scores are taken by elapsed race times converted into seconds then deducted from 300 points.

Examples -

- 2 min 40 seconds = 160 seconds. Score is 140 points.
- 2 min 05 seconds = 125 seconds. Score is 175 points.

CUTS

One cut adds 10% to the race time. Two cuts result in a zero score for that round.

- **STARTLINE CUT:** Any model that crosses the start line prior to the start of the race will incur a cut. The starter will inform the offending team/teams of a start line cut immediately.
- **PYLON CUT:** A cut will be incurred if the aircraft turns before Pylons 1 or 2. A cut will be incurred if the aircraft flies up the wrong side or turns back inside the pylon and heads back along on the wrong side of the course. In other words, it did not go around the pylon or is flying back up the wrong side of the course towards oncoming aircraft.
- **SIDELINE CUT:** A sideline cut is when a model crosses the edge of the course. Any model that crosses the sideline will incur a cut. See Course layout for approximate location of the sideline, that will be defined at the pilot's briefing prior to race meetings.

SAFETY

Any pilot whose flying is undisciplined, and or appears not to have accurate control of their aircraft, whether it is lack of pilot skills or an unstable aircraft, so as in the Contest Director's, Starter's or Safety Officer's opinion to be at risk to the public or other contestants will be grounded. Any pilot who infringes the SAFETY LINE will score ZERO for that flight on a first offence. A further offence will require permission from the CD to fly again. Over flying the public area is an immediate disqualification.

Engine cut off: Engine must be able to be shut down from TX. ie spark ignition off - Glow engine carby closed

Failsafe setting:

Engine - Must shut down, carby closed (all engines), plus ignition cut off on spark engines.
Controls - Left Aileron 6mm, Left Rudder 6mm, Elevator neutral.

MID AIR

This is a primary safety issue. Any model involved in a mid-air collision must exit the course then land as soon as possible. Each competitor will receive a zero score for that heat. Subject to a satisfactory safety inspection, or back up model, a re-flight is available to attain a score for that heat.

JETTISON

This is a primary safety issue. Any model that jettisons any component (eg spinner, covering, trim etc) must exit the course and land as soon as possible. A zero score will be awarded for that heat.

CHAMPIONSHIP SCORING

F1NAR sanctioned events will be scored with the accumulation of points contributing to the Championship points total. All rounds will be counted with the worst round dropped from the pilot's total score.

Points scoring -

Placing	Points
1 st	100
2 nd	90
3 rd	80
4 th	70
5 th	65
6 th	60
7 th	55
8 th	50
9 th	45
10 th	40
11th +	20

GENERAL RULES

This event is run in accordance with the FAI and MAAA Sporting Codes. All aircraft racing at F1NAR events are required to have valid MAAA Heavy Model Permits and are required to have the permit issued at least 2 weeks prior to a race event.

To encourage pilots to look for small advantages and in the interest of possible safer options, modifications and alterations to bolt on accessories (excluding main undercarriage and wheel pants) are allowed in all classes, must have a steerable tailwheel.

Australian Pylon Rules PART 5.1.1 "SAFETY AND GENERAL PYLON RULES" are applicable and are available in the MAAA Rules Book. Also, MAAA MOP056 General part 10 covers MAAA legal fuel and props.

The use of gyros is not permitted for racing.

REGISTRATION

- Current MAAA - FAI card or Club membership card
- MAAA GOLD Wings rating.
- Current MAAA Heavy Model Permit for applicable models.

PERMIT TO FLY

Under no circumstance will a flight test for the issue of an original permit for an aircraft be carried out during the duration of the races. Random safety inspections may be carried out if the safety officer so requires. Repaired damage must be checked by an appropriate MOP inspector before being allowed to fly again.

COMMUNICATION

During a race communication by radio or other signals from an observer to a contestant, or the caller of a contestant is specifically prohibited and will incur a disqualification of the contestant.

CALLER

Every contestant must have a caller during the flight. An extra helper (observer) is also permitted, if you are unable to bring a caller to an event there are always others there who are happy to help out .

RESERVE MODEL

May be used provided it has been processed and test flown. Note -reserve model does not have to be same as the original but must be processed in the same way as other models of that class. Borrowing or buying a competitors" model to complete the meeting is not allowed.

HANDICAP

Aircraft presents with -

Non aerodynamic rules infraction ex. no pilot. Up to 1 second per lap.

Aerodynamic rules infraction ex. no spats. Up to 2 seconds per lap.

No documentation 2 seconds per lap (all Classes)

Gross distortion from scale Up to 2 seconds per lap (F1/Golden Era)

After Round 2 If any of these items suffer damage, the aircraft may continue to compete without handicap applied. Pilots can bail out. The head could fall off. Instruments can vibrate loose. The sticker panel adhesive can let go. Spinners can jettison. Canopy repairs will be subject to a satisfactory inspection. Cowl removal, if at a public display, model can only continue after being subjected to a satisfactory test flight, outside of the designated public display times.

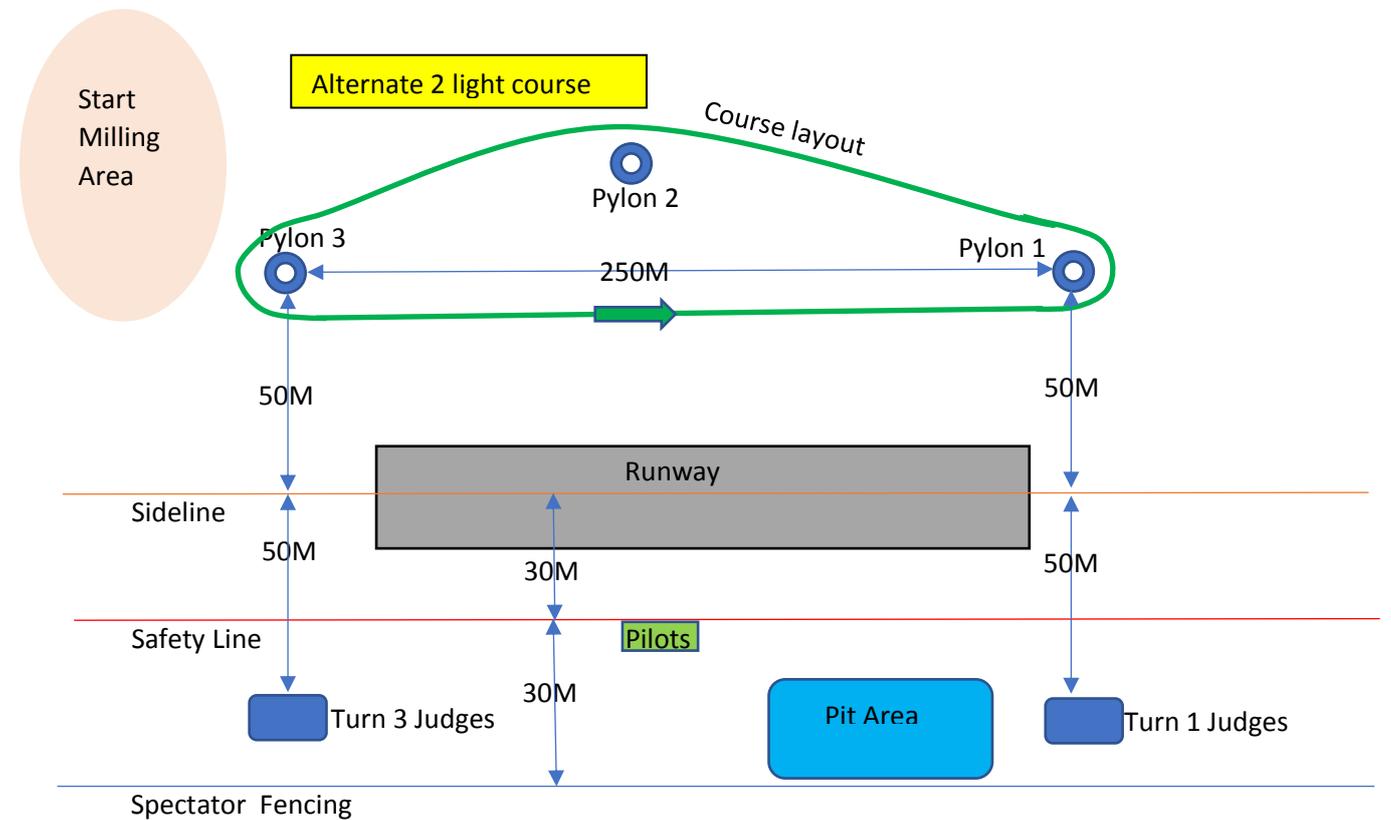
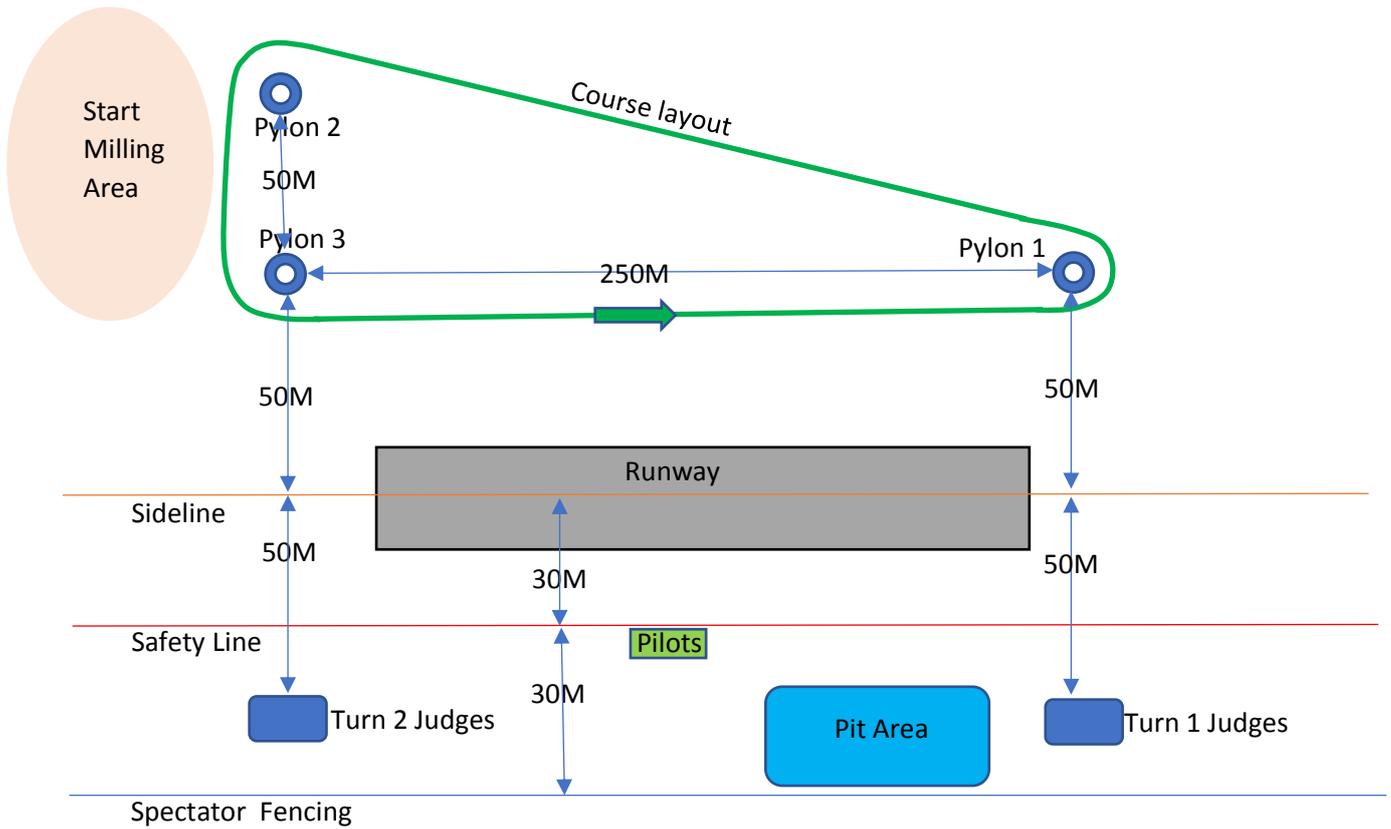
Any time handicaps will be determined by the CD.

PILOT NOTES

Due to the characteristic of high pitch propellers, any pilot not comfortable taking off directly out from the designated start area can elect to backtrack and use the available runway length. Departures from right to left also subject to a requirement that full power not be applied until the model crosses a line across the runway some 15 meters left of the start area.

COURSE LAYOUT

Layout and Milling Airspace will be pointed out during the Pilot Briefing. Dive angles greater than forty-five degrees into the course may incur a cut. This is a Primary Safety Issue. This diagram is an approximation. Courses and Pylon Light/Scoring system will vary at different airfields.



Alternate 1 light course

