

TRIANGLE SERIES 2012

RACE PROCEDURES AND GUIDELINES

DATED MATERIAL: DECEMBER 3, 2011

FREQUENCY REGISTRATION

Prior to the race season or prior to the start of a pilot's first race, each pilot is required to register a frequency channel and / or race number with the Series Coordinator. Each frequency channel may be registered once. If a pilot shows up the day of the race and is on a duplicated frequency, that pilot will forfeit their opportunity in the gold trophy race if they qualify and the contestant who has registered their frequency is in the trophy race as well. See Registration form for current info. Contact Series Coordinator for list of open frequencies.

RACE DAY REGISTRATION

Registrations are preferred to be Pre-registered prior to the event. Event Registration opens at 7am and closes at 7:45am. At this time any non-entered pilots may enter and any pilots that have pre-registered must call in or check-in at this time. Any and all pilots not checked in by 8am will forfeit their entries. Entries will not be complete until all aircraft entered are safety checked. Aircraft must be brought to the safety check station and verified. Failure to do so will forfeit entry. Aircraft can be safety checked by appointment on ly the evening prior to the event or between 7am and 8am. All Pre registered entry forms are 100% refundable up until race day.

Pilots meeting starts at 8:15. All pilots, crews and helpers must attend. Any pilot, crew or helper that doesn't attend will not be allowed onto flight line or restricted areas.

All Pilots must have a copy of an AMA card on file and/or present a copy at the time of registration at the race. Pilots will not be allowed to race if they cannot produce a current AMA card or official written acknowledgement from AMA. Each pilot must complete an individual entry form at every race with an entry fee of \$25.00 attached. Checks can be made out to the host club. Also at the time of registrations, all AMA waiver and sanction forms must be filled out and completed.

Any personal without a wristband will not be allowed past the spectator restriction area.

AIRCRAFT SAFETY

All aircraft must follow the following suggested inspection points of the aircraft. Each pilot/ owner is responsible to make sure the following list is completed and enforced on all aircraft. Any items not completed will result in an aircraft not being allowed to race. This list is only a guide. Other areas not addressed on this list should be evaluated as well.

- All servos must have rubber grommets and brass inserts with all four screws fastening the servo securely to the servo tray. Servo trays should have Tri-stock glued to servo tray and fuselage. No Sticky back tape may be used.
- All servos must have servo screws installed in control horns.
- All servos must have some sort of fuel line keeper, z-bend and/or clevis on pushrods internally and externally. No slide through quick link linkages allowed on the Ailerons or Elevator.

- All hinges are secured and do not pull out of wood
- All moveable control surfaces are free of slop or play.
- Elevator / Rudder are secured by screws and adhesives
- All aircraft must weigh minimum 5lbs dry. It is up to the Pilot/owner of aircraft to assure their aircraft meets weight on the official scale at the races.
- Radio receiver and battery are packed with rubber/foam to isolate any vibration. Receiver and Battery are in good condition and not pulled from crashed aircraft.
- All wheels are free and have no broken or cracked rims
- Nose Gear works freely and is not loose within the control arm
- Race numbers are as follows per the rules with nice bold block numbers - required
- Prop is free of cracks and chips and shows no stress cracks.
- Aircraft has been properly ranged check per AMA guidelines
- Name and AMA number are labeled within the inside of the aircraft.

STAGING AIRCRAFT FOR HEAT RACES

During the race, pilots will be required to stage aircraft in the order as they appear on the matrix pertaining to the heat races. Most races have two staging areas for aircraft. The first grouping will be the aircraft ready to race. These aircraft will be lined up ready to start. Aircraft identification will follow once all aircraft are deemed ready to go. Only pilots/crew members who are racing in the heat are allowed on the flight line. The next group known, as the “On Deck” stage will be staged in the Safety area on the course. This group will follow the aircraft that are ready to race once the race is completed. All pilots in the “On Deck” stage must be ready to go with frequency pin, flight box and aircraft. Pilots not ready will not race.

AIRCRAFT IDENTIFICATION

Each aircraft prior to flight will need to be identified to the starter and the pylon judges. This will allow all judges to pin point each aircraft for finish positions or any penalties during a race. It is encouraged to add custom colors and a personal color scheme to aircraft to simplify identification of aircraft. Also, race numbers must be on aircraft per rules. Aircraft with no race numbers will not be allowed to race.

ENGINE START UP

Once the starter has called out for an engine start up, all pilots have 90 seconds to start their engines and tune them to their personal settings. Each aircraft once ready to go must remain in the position that they were started. Once the pilot has reached the pilots station, the starter will call for the handler of the aircraft to proceed to the runway to allow for release in the pre-designated area for the safety of the pilots and crew. Once all aircraft are in the air, the starter will start the count down. It is up to the starter of the race to hold a heat in the air while an aircraft changes a plug, prop or minor act. Pilots should run a minimum of a 6-8oz tank just in case.

START PROCEDURES

Once the wheels leave the ground, it is considered a take-off and the engine may not be restarted or adjusted at any point.

When aircraft are becoming airborne, if the aircraft takes off in the direction of Pylon 2, the pilot needs to go past pylon 2 and then circle back around into the pattern of the course. If the aircraft are taking off towards pylon 1, then the aircraft can take off and continue on into the flow of traffic. At this point all aircraft already airborne need to stay at least 200 feet above the ground to allow other aircraft a safe departure and turn around into the pattern. Once all aircraft are safely airborne, aircraft can fly on the course. At this time, each aircraft is asked to fly the entire length of the pylon course so Pylon Judges may identify the aircraft. When flying around the pylons, make sure you fly 90 degrees around to allow them to see your race number.

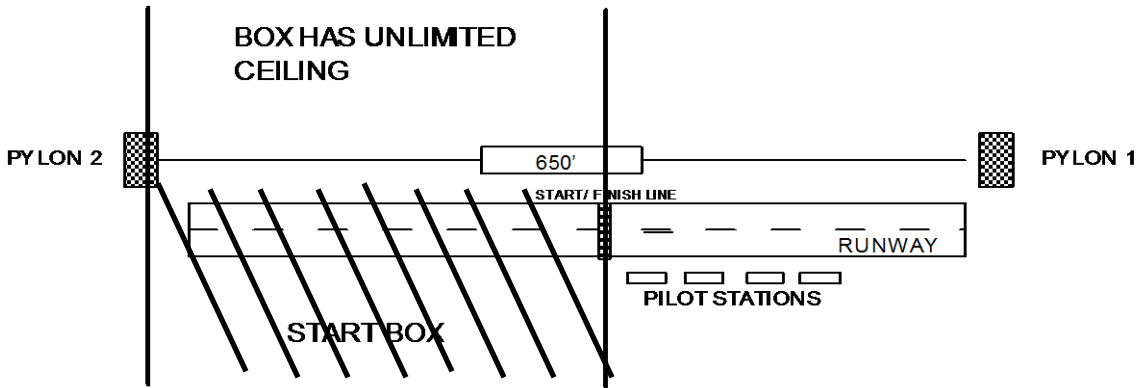
Once the Race officials and/or the starter feels that everyone is ready, the Starter will start the countdown clock. This Countdown clock will state;” Gentleman you are on the Clock”. The next phrase will be “You have 30 seconds to the start of the race”. Next you will here “You have 15 seconds to the start of the race”. Following this will be the countdown 10...9...8...7...6...5...4...3...2...1...0. All aircraft must be to the left (behind) the start line or perfectly on it when the “Z” of Zero is heard. Any start cuts issued by the Starter are a judgment call and cannot be protested. If an aircraft has not made an attempt for the start and is on the other side of the racecourse, it is up to the starter to use his best judgment on a calling. Start cuts may be called at the start of the race or at any point once the starter has determined all rulings.

During the start countdown and warm-up prior to the start, aircraft can circle high above or low around the pylons. At some fields, there is a 400’ rule so please use caution. AMA requires that all aircraft remain above the pylons. Once the countdown is at 5...4...3.... and so on, if a pilot enters the “pre-determined start box” between the # 2 pylon and the Start/Finish line as drawn out in details below, he/she has committed to the start of the race. Once a pilot crosses the start line, it is an official start and if a start cut is made, turning off the course and restarting cannot redeem it and will result not only a start cut, but also pylon cuts. Each cut results in a one-lap penalty. Three cuts will result in zero points.

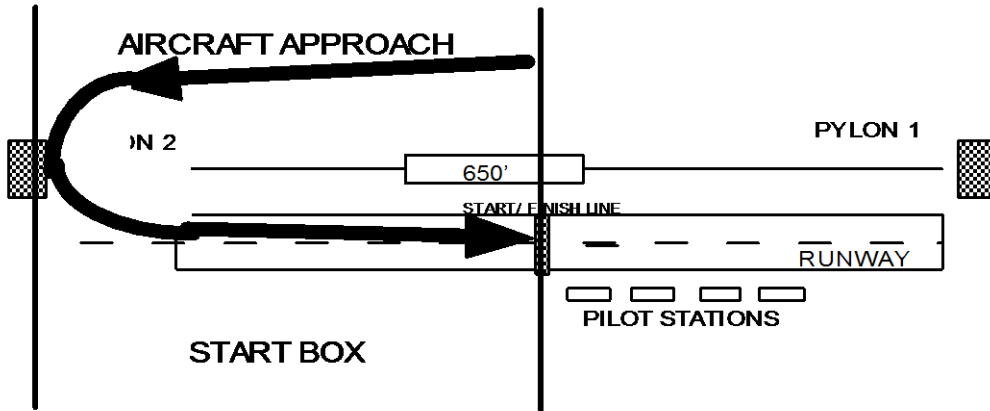
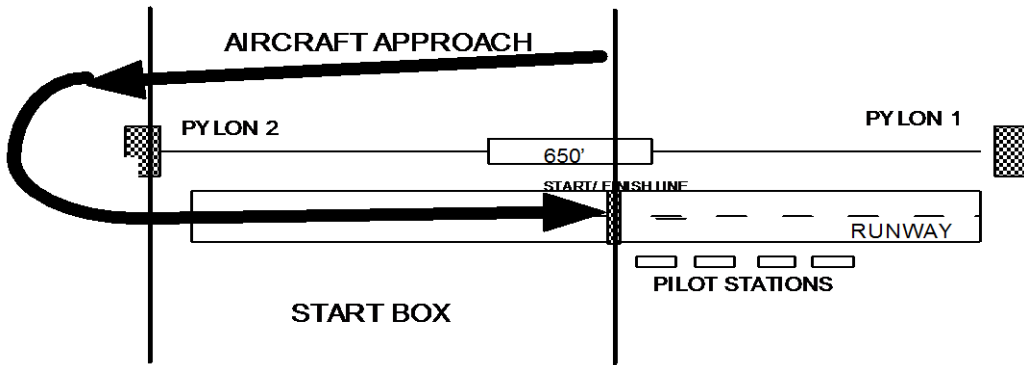
During the final 5 seconds of the countdown, all pilots must make an attempt to circle pylon 2 and fly parallel with the course. No 360-degree turns or loops in the start area “pre-determined start box “ will be allowed and will result in a Start cut and possibly a pylon cut if done. Pilots are to attempt to fly parallel with the course at the start of the race between Pylon 2 and the start/finish line and not at the pilots or spectators. If a pilot is up at 300’ above the course, split S maneuvers will be allowed for starts as long as they are done **outside** past Pylon 2 and outside the “pre-determined start box”. Once a pilot has entered the “pre-determined start box” within the 5 seconds, he cannot perform any split “S” maneuvers.

At most fields, if you enter the start box using the side of the runway, you are not flying parallel with the course. If you enter the box by flying over the end of the runway, chances are you are flying parallel to the course.

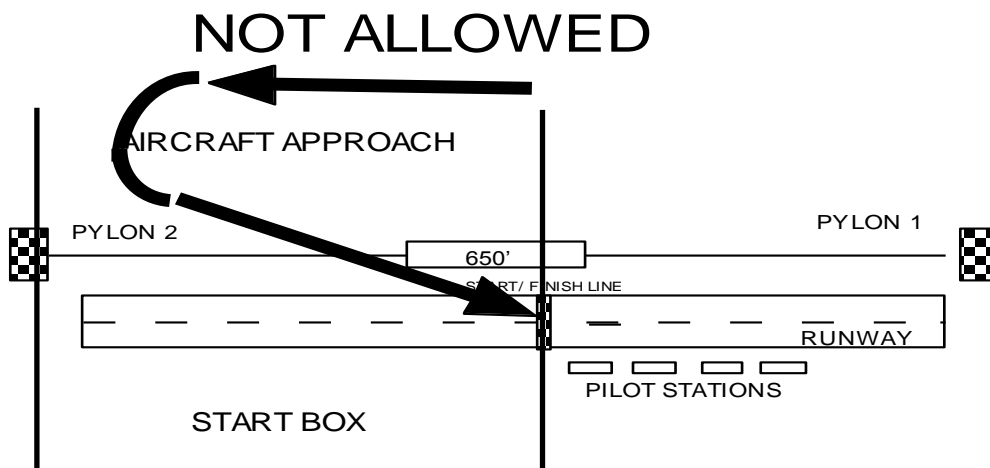
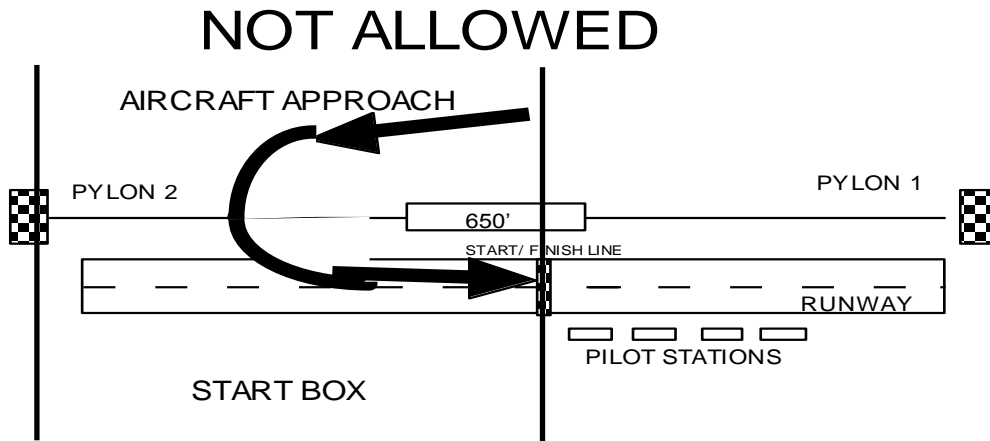
The Pre-determined Start Box is as follows:



Examples of proper way to start:



Examples that will not be allowed and will result in a cut:



HEAT RACES

During the races, pilots and callers will work together as a team. The Caller is there to Aide in pylon turns for the pilot and is his second set of eyes in the sky. It is up to the caller to keep an eye on lapped aircraft or aircraft that they are near to prevent mishaps. Pilots sometimes have tunnel vision and are not aware of other aircraft on the course. Prior to the start of the race, it is recommended that each caller recognize his lap counter and go over any special instructions such as when to tell them when they are on lap 4 and so on. Lap counters are to only signal when last lap is completed and finished unless told otherwise. Races will consist of 8 laps.

POINT SYSTEMS

Points are as follows for individual heat races:

- First Place = 5 points
- Second Place = 4 points
- Third Place = 3 points
- Fourth Place = 2 points
- Fifth Place = 1 Point

Pilots receiving three cuts or more will be given 0 points

Pilots not completing the full 8 laps of a race will be given 0 points

Each Heat race is considered a qualifying race. At the end of the day, the pre-determined amount of pilots (typically 5) who have accumulated the most points earned based off finish positions throughout the heat races (typically 4 rounds) will be deemed eligible for the Trophy Races. In the event a pilot cannot make the trophy race, an alternate will be selected based on the next highest points. The person who has the top points from qualifying will be recognized as the "Top Qualifier".

Once the pilots have been selected for the Trophy Race, all top pilots (typically 5) who are eligible will fly one additional final race "The Trophy Race" to see who will take top honors for the day. Overall race event finishes will be based on the finish positions of the Trophy races. Additional bonus points will be rewarded and added to the Championship Points totals. Pilots who cutout will still earn points based on finish position. The 3 or more cuts rule does not apply to the trophy race.

Gold Trophy races will have the following points for winners:

- First Place = 5 points
- Second Place = 4 points
- Third Place = 3 points
- Fourth Place = 2 points
- Fifth Place = 1 Point
- Sixth Place (optional) = 1 Point

A sixth aircraft has occasionally been allowed to race when ties in qualifying have occurred.

In the event a class only has 5 or less guys at the conclusion of the 4th round, a 5th round may be run and overall event position will be based on cumulative points earned in each qualifying heat. In the event of a tie, finish position will be based on the results of the last heat race.

MID AIR CRASHES

At any point there is a mid-air, it is up to the Starter / Pilot to make sure that there aircraft is safe to continue on. If a mid-air happens and parts depart aircraft, the pilot may continue to race if the plane is controlled in a safe matter. If major parts of the aircraft are missing, it is up to the Starter to make a judgment call for damaged aircraft to land

Aircraft which are involved in a mid air collision or some form of a crash, aircraft must be deemed safe to fly by race officials before entering the next heat race.

LANDING PROCEDURES

Once all aircraft have completed the race, aircraft are advised to land. The runway is an uncontrolled runway and pilots will call out their landings. It is advised to have your caller communicate with you and the others as to the locations of aircraft already on the ground and/or on approach. If a pilot feels uncomfortable due to any reason, that pilot

may have another pilot land the aircraft for them not risking damage to the aircraft or any surrounding people.

AEROBATICS / DEADLINE WARNING & DISQUALIFICATION

At any point during the race, once the aircraft has left the ground until it lands, no aerobatics will be allowed on the course. Airplanes performing aerobatics such as but not limited to rolls, loops and other maneuvers will be warned and a second offense will result in disqualification for the race. Split "S" maneuvers are allowed during the start as long as it follows the procedures on the start. It is up to the starter and race officials to determine if a maneuver of an aircraft is accidental or intentional.

RACE CONCLUSION

At some point during the end of the day, aircraft may be subject to engine inspection. See Rules and Guidelines for more information.

All judgment calls by Pylons are final and may not be protested

All judgment calls by Starter or race officials can be disputed but Starter has final ruling.

It is up to pilots and teams to make sure overall placing in the heat is correct. Once pilots leave the start line positions finished are final.

Lastly.....Go Fast.....Turn Left and Have fun!!!