



T-28 RACES - 2024

31 MAY 2024



The Rules

The following rules apply to the aircraft, the course, pilots, spotters.

Pilot Rules

A pilot must be a member of the Chino Valley Flyers. Every pilot must have a spotter when flying in a heat.

Each pilot (with the spotter) must be ready to race when the heat to which the pilot is assigned is called.

Spotter Rules

A spotter need not be an AMA member but must be a member in good standing of the Chino Valley Flyers. If the spotter is also a pilot in the race, the spotter must also be a member of the Chino Valley Flyers.

Aircraft

The aircraft must be a E-Flite T-28 1.1m, [E-flite - EFL08275](#)

with no modifications except paint. It must have the standard motor, a 3-cell 2200 mAh battery, a standard "black" prop, and a standard prop nut. The aircraft will be inspected prior to the race.

Each aircraft will be marked with a red or green band that will be attached to the aircraft prior to each heat.

Course

The course is an east-west oval with the east and west ends marked by pylons. The pylons are 300 ft apart, approximately 50 ft north of the north edge of the runway, and centered on the white north-south runway stripe which is approximately in front of the pits. The southern boundary of the course is the white east-west stripe on the south edge of the runway. There is no set northern edge of the course.

The start/finish line of the course is the white north-south runway stripe which is approximately in front of the pits.

The ceiling for the course is 400 ft AGL (Above Ground Level).

The course is flown in a counter-clockwise direction. Aircraft must make turns past each pylon but need not fly around the pylon. If the pilot turns before reaching a pylon, this is called a "cut" and causes a penalty. See "Scoring and Awards" below.

The heat has a "flying" start and will have a flag person to mark the start of the race. The pilots will be given a 15 second warning before the official start of the heat once the aircraft, pilots, and spotters are in position.

Scoring and Awards

For each heat, regardless of the number of pilots in the heat, the first-place pilot gets four points, the second-place pilot gets three points, the third-place pilot gets two points, and the fourth-place pilot gets one point.

If a pilot makes one pylon cut in a heat, the pilot gets one point, regardless of the position in which the pilot finished the heat. If a pilot makes two or more pylon cuts in a heat, the pilot gets zero points, regardless of the position in which the pilot finished the heat.

The first, second, and third place winners of the entire race will be determined by the total points earned by the pilot during the race and will receive an award. The total time for each pilot will be used in determining the winner when total points are the same, where the lower total time wins. There will also be a "Most Spectacular Crash" award at the end of the race. If there is a tie (same total points and same total time), fly-off heats will be flown to determine the winner.

If the pilot does one or more of the following during a heat, the pilot will receive no points for that heat:

- 1) Makes two or more pylon cuts.
- 2) Flies south of the southern edge of the course.
- 3) Flies above the ceiling of the course.
- 4) Crashes before the end of the heat.
- 5) Fails to take off at the start of the heat. The pilot is allowed to take off up until the leader of the heat completes the first lap.
- 6) "Jumps the gun" on start and crosses the starting line prior to the official start of the heat.
- 7) Is not ready to fly when the heat is called.
- 8) Does not have a spotter or the spotter leaves the pilot station during the race.

There is no penalty for touching the ground during a heat.

Fly-offs Caused by a Tie

Any ties at the end of the scheduled number of heats will be resolved by one or more fly-offs, which are run in the same manner as the heats.

Pilot/Spotter Information

Pilots/Spotters

Each pilot flying a heat must have a spotter who may also be a pilot.

Spotter Responsibilities

The spotter has the following responsibilities:

- 1) Keep the pilot informed of the position of the aircraft with respect to other aircraft
- 2) Assist the pilot in making correct pylon turns
- 3) Raising a hand high in the air each time the aircraft crosses the starting line. This assists the timing staff to properly record the lap time for the aircraft.
- 4) Calling out when the aircraft is starting the final lap of the heat.

Mandatory Pilot Safety Briefing

All pilots must attend the mandatory pilot safety briefing, scheduled for around 8:45 AM in the center of the ramp area. If a pilot does not attend this briefing, she/he cannot fly.

Mandatory Spotter Safety Briefing

All spotters must attend the mandatory spotter safety briefing, scheduled for around 8:50 AM in the center of the ramp area. If a spotter does not attend this briefing, she/he cannot be a spotter.