



2010 Pylon Race Series

Come on out and race with the Trabuco RC Flyers. Bring your **.40 Size Trainer** and race against the best (ok, well maybe not the best). Don't miss the fun! We will be having 2 race Series this year. Series 1 will begin on February 6th with the championships concluding during our Memorial Day Pig Roast event. Series 2 will begin July 3rd with the championships concluding during the Chili Cook Off. Races start at 12 Noon.

Saturday Race Days

- Feb 6th - Series 1 Start
- March 6th
- April 3rd
- May 1st
- May 29th - S1 Championship
- July 3rd - Series 2 Start
- August 7th
- September 11th
- October 2nd
- Nov 6th - S2 Championship

(If rain, race will fall to the next Saturday)

Location:

The Trabuco Flyers Club Field

Visit our website at:

www.trabucorcflyers.com

for an interactive map to the field.



Fee to Race: \$5

Non-member fee: \$10

Food & drinks available for sale

For more details call or email us at:

Eric Nelson (714) 393-6594

Mike Priestley (949) 632-8493

mpriestley@cox.net

eric.c.nelson@bankofamerica.com

Hotline: (949) 709-2666



Trabuco Flyers 2010 ARF Sport Class Rules and Regulations

PILOT:

This class is intended to introduce pylon racing to experienced pilots wanting to race. This class is a stepping-stone for learning two pylon racing with the same trainer used for learning to fly, and moving on to faster aircraft.

AIRCRAFT:

The aircraft must be a high wing tricycle gear "STOCK" **ARF** trainer intended for a minimum .40 size or larger engines. The following modifications may be made:

1. The wing may be bolted on.
2. Trainer may be recovered so long as it is still recognizable as an ARF trainer.
3. The engine mount and the hardware used to attach the engine mount may be non-stock.
4. An antenna tube may be used.
5. Repair of previous crash damage is allowed.

REQUIRED EQUIPMENT:

1. The fuel tank need not be stock, but must have at least the fuel capacity of the original tank.
2. Three wheels at least as large as the original wheels. No tire modification is allowed.
3. Any .40 -.49 size two cycle engine may be used. A stock muffler must be attached.
4. Propeller APC 10 X 6 must be used for the race.
5. Spinner or AMA safety nut must be installed.
6. Be able to stop the engine by radio or demonstrate an idle slow enough that an unrestrained aircraft does not move.
7. Have separate controls of all three axes and engine of the aircraft.

RACING:

1. The racing will be conducted on the same course and generally in the same manner as Two Pylon Racing.
2. All aircraft will be checked for construction, and radio equipment installation during the safety check prior to racing. Bring your aircraft to the safety check with the wing off.
3. The start of each race will be a standing start or a running start at the discretion of the CD (Contest Director). The CD will advise when to start your engines. You will have 2 minutes to get you plane started and in the air. The CD will then start a 1 minute count down. At the count of zero, you must be behind the start finish line. Any plane that is over the start finish line will be down 1 lap. In the event of all planes crossing the start finish before the count of "0" the race will be re started.
4. If a pylon is cut, the pilot will be down 1 lap. If the same pilot cuts a pylon twice, he will be given 0 points for that race and receive a DQ.
5. Winning aircraft of each heat will be required to restart at the fight line. **The engine at high throttle, high throttle trim, with carburetor at full open, and the needle valve setting used for the race, the RPM will be checked.** Any engine that turns more then 14,000 RPM will be disqualified from that heat and receive "0" points.
6. You may use any fuel of your choice. (No fuel will be supplied)
7. There will be 3-4 pilots per heat. Each race will be 10 laps.
8. 3 points for 1st, 2 points for 2nd, 1 point for 3rd, 0 points for DQ & DNS.
9. Each pilot can have a caller.
10. Heats may be filled to assure that the most number of racers are in each heat, without regard to a previously determined matrix.
11. Different pilots may fly the same aircraft.

ANY AIRCRAFT NOT COMPLYING WITH ABOVE REQUIREMENTS MAY BE ALLOWED TO COMPETE AT THE DISCRETION OF THE CONTEST DIRECTOR, IF HE DETERMINES THAT THE NON-COMPLYING AIRCRAFT HAS NO SPEED ADVANTAGE OVER COMPLYING AIRCRAFT.