

CVF Turn & Burn Pylon Races – Rules Summary

June 26, 2026

The Races and the Aircraft

There are two races, both of which will use a “flying start”:

T-28 Races: The aircraft must be a E-Flite T-28 (# EFL08275 or earlier version of the same aircraft) with no modifications except color. It must have the standard motor, a 3-cell 50C (maximum) 2200 mAh battery, a standard “black” prop, and a standard prop nut.

Unlimited Races: There are no restrictions.

The course will consist of two pylons approximately 100’ north of the runway. For the T-28 race, the pylons will be approximately 300’ apart. For the Unlimited race, they will be approximately 450’ apart.

Both races (T-28 and Unlimited) will consist of four rounds or less (depending on the number of entrants), one or more heats in each round, 10 laps in each heat, and up to four pilots in each heat. A “breather” time of approximately five minutes will be given between heats. Every pilot will fly once in each round. For each pilot and heat, the following data will be recorded: heat time, finish position, number of pylon cuts, did the pilot “jump the start”, did the pilot stay inside the course boundaries.

The starter will give a 15 second (with a countdown) before the official start of the heat for the T-28 race. For the Unlimited race, the warning will be two minutes.

When starting a heat, each aircraft must not cross the start/finish line until the official start of the heat. If the pilot is late taking off, the aircraft can still be in the heat so long as the aircraft crosses the start/finish line before the heat leader completes the first lap. Waiting to the last second and immediately turning on-course will not be allowed. All pilots must take off away from the starting line.

There is a \$5 entry fee per pilot per race. If a pilot enters both races, the fee is \$10.

Lane marking for aircraft are as follows. The aircraft will be marked with a streamer attached to the empennage. An aircraft will keep the same lane for the entire race. The pilots will stand in the appropriately-marked position in the fenced-in ramp area to the east of the regular 1-6 pilot positions.

- Lane 1 – Red
- Lane 2 – Black
- Lane 3 – Green
- Lane 4 – Blue

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Calculation of Total Heat Time

The total heat time for an aircraft is the elapsed time from the official start of the first lap of the heat to the time at which the aircraft crosses the finish line at the end of the tenth lap. The time starts at the official start of the heat and not when the aircraft crosses the start line at the start of the heat.

Safety

All aircraft will be inspected by the Safety Officer prior to the first flight. No maiden flights are allowed.

All people (pilots, spotters, staff, observers) on the ramp or flight line must wear a hard hat.

Pilot and Spotter Rules

The pilot must be a member in good standing (dues paid) of CVF. The spotter need not be an AMA member or a member of CVF.

Every pilot must have a spotter while flying. Every pilot and spotter must attend the mandatory safety briefing.

Scoring

Each pilot will receive a score for each heat flown: 1st place-4 points, 2nd place-3 points, 3rd place – 2 points, 4th place-1 point, regardless of how many pilots fly in the heat. The pilot will be deducted one point per pylon cut and one point if the pilot jumps the start. Total heat times will be used to break ties. If two or more pilots have the same point total and heat time total at the end of a race, a 10-lap fly-off will be held.

A pilot will get zero points for any heat in which the aircraft goes outside the boundaries of the course, does not start the heat, or crashes before the end of the heat.

Awards

There will be awards for 1st, 2nd, and 3rd place finishers in each race. 1st place will receive a certificate for 24 raffle tickets to either of the next two CVF monthly meetings. 2nd place will receive a certificate for 12 raffle tickets. 3rd place will receive a certificate for 6 raffle tickets.

There is also a “Most Spectacular Crash” award at the end of all races, the winner of which will be selected by general acclaim of the audience. This award will be a certificate.

Posting of Race Results

Assignment of pilots to lanes will be posted soon after pilot registration ends. These data will tell the pilots the color streamer to use on their aircraft. Race results will be posted at the end of each round and at the end of each race.

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Practice Session

The morning of the day before race day, the pylons will be set up so that pilots can practice on the actual race course. These will be set at 300' apart, which is the distance to be used for the T-28 race. No support (timers, starters, etc.) will be provided and the airspace will be shared with other pilots at the field.