

Chino Valley Flyers Pylon Races – Rules Summary

April 10, 2025

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 30C (maximum) 2200 mAh battery, a standard “black” prop, and a standard prop nut.

Unlimited Races: The aircraft must be electric powered, with an external propeller (no ducted fans), and have a wingspan no greater than 48”. There are no other restrictions.

Both races (T-28 and Unlimited) will consist of four rounds, 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 minimum 15 second warning before the pilots can take off and a minimum 15 second warning (with a countdown) before the official start of the heat.

When starting a heat, each aircraft must not cross the start/finish line until the starter flags 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.

A \$5 entry fee per pilot per race will be used to fund the awards.

Lane marking for aircraft are as follows. An aircraft will keep the lane marking 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 Band
- Lane 2 – Black Band
- Lane 3 – Green Band
- Lane 4 – Blue Band

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.

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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 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

The total of the entry fees for a race will be divided amongst the 1st, 2nd, and 3rd place winners of each race. 1st place will receive 50% of the fees, 2nd place will receive 35%, and 3rd place will receive 15% of the fees.

There is also a “Most Spectacular Crash” award at the end of all races. This award will be a glue/tool stand, which is appropriate for someone who crashed their aircraft.

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 bands to use on their aircraft. Race results will be posted at the end of each round and at the end of each race.

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. No support (timers, starters, etc.) will be provided and the airspace will be shared with other pilots at the field.