

Oakdale Pylon Racing Rules

If after reading this, you have any questions or concerns please reach out to me at
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Pilot Etiquette

- Please honor the spirit of these events. Fun racing where winning gets you a trophy worth maybe \$6. So:
 - Don't bend, stretch, creatively interpret the rules. For the stock classes if you are going to do anything to the plane, motor or prop other than balance the prop and spinner or add graphics and/or paint, you are probably violating the rules. If in doubt, check with the C.D.
 - Don't ever speak to the pylon judges. If you have a question or issue, speak to the C.D. Judges do the best they can and are volunteers.
 - Try to stay out of each other's way, but mid airs are nobody's fault. If you can't handle losing a plane to a mid air, please don't race.
 - To keep things moving, please have two batteries you are comfortable racing with for each class where you are flying electric.
 - For the sake of the judges, in classes that have lots of similar planes, especially FMS Mustang, please add some big graphics so they can tell the planes apart or have fun adding paint or repainting using Rust-Oleum 2x Ultra Cover. Just scuff lightly with 800 grit and paint right over existing paint and graphics.
 - Have fun!

Start Procedure

- After all planes take off as directed by the starter a start clock on a boombox will start with a 30 second countdown to the start of the race.
- At around 5 seconds you should be somewhere around pylon 2 and turning towards the start/finish line. While if you are little inside the pylon that is okay but any severe cuts are not because that will cause the plane to be pointed at the pilots and the starter.
- Also, once you've made the turn to the start finish line at 5 seconds, you are committed. No turning around, loops, steep climbs or other stunts to avoid crossing too soon. This is to avoid mid airs. If it looks like you are going to be early all you can do is chop your throttle and wiggle your wings and rudder.
- If you cross the line before the horn, you are still in the race but it counts as 1 cut. See how cuts are handled below. As a courtesy the starter may try to announce start cuts at the start but that is not guaranteed.

Race after the start

- All races are 8 laps and all racers race 8 laps regardless of cuts.
- A cut is defined as not reaching the pylon. The judges only look to see if you reached it, they cannot and do not try to determine if you went around it.

- For each cut "you go down a lap" which means when the race is done, if nobody else cut you will be last unless you lapped one of the other racers, then you finished ahead of that racer.
- Three cuts is a cutout and you will get 0 points for the heat.
- Cuts are announced after the end of the race.
- The starter will attempt to announce when you are on last lap as a courtesy and when you are done.
- When done pull up and out of the race to avoid mid airs and so it is clear to the judges you are done. If you continue to fly the course you are at risk of a judge giving you a cut after the race is done
- Mid airs and crashes:
 - If the starter suspects a mid air, the starter can decide that one or both planes, if still flying, should land for any reason to help insure the planes are not at risk due to damage. The racers so instructed must do so as quickly as safely possible and will receive a zero for that heat.
 - Depending on the fire danger condition, in the case of a crash. The heat will be halted and all planes will land as soon as safely possible and the pilot and caller will go to the crashed plane as soon as safely possible to reduce the risk of a battery causing a fire. In such cases the heat will be re-flown but only planes that had not crashed up until that point will be in the heat. Crashed plane(s) will receive a zero for that heat.
- After the race is completed
 - After and only after the starter has announced that all planes have completed the race, pilots and callers are responsible for talking to each other and landing in an orderly manner just as you would if sport flying with multiple planes. There is no prescribed order of landing and the starter does not prescribe an order. Just as in sport flying COMMUNICATE!!!!. Announce your intentions, update your status "Setting up to land...on final...on the runway (preferably indicate where e.g. "long centerline")....runway clear"

Points and Overall Finish Positions

- For each heat, first place will receive the number of points equal to the size of the largest heat in the race. (For example, if there are 7 racers in a class and we fly heats of 4 and 3 planes, everyone who finishes first gets 4 points, even in a 3 plane heat). Subsequent positions get one less point (i.e. second gets 3 points if first got 4 points).
- Overall finish position is determined by the cumulative score across all rounds. In case of ties to 3rd place there will be fly offs. (We no longer do "trophy dashes")

Class Specific Rules

Run What You Brung (RWYB), in addition to the above:

Any fixed wing RC Aircraft that is safe to fly on the course at the host field. (Field restrictions will be enforced).

There will be a silent clock that starts after the start of the race. At 1 minute 30 seconds later a horn will go off. If you have finished the 8 laps for that race before the horn goes off you have broken out and will receive 0 points for that heat. Same as the start, no circling, looping, steep climbing if you are worried you are going to break out. Just chopped the throttle, wiggle the wings and rudder is all you can do. This again is to avoid mid airs.

EF1

See the NMPRA rules for specifics about approved planes, engines and battery limitations

Stock 1100mm Mustang

Stock means stock. Balance the prop and spinner if you like and that's it....examples and only examples, this is not a complete list, if in doubt you are breaking the spirit of the rules: No prop twisting, motor rewiring, changing out the esc, removing foam, sanding foam etc. Use any battery that is compliant with EF-1 rules.

T-34

Same as above. Stock means stock.