

2018 Pylon Racing Classes and Rules

Overview:

We have been Pylon Racing for 15 years now! Pylon is a fun event open to all skill levels. We limit the aircraft and engine/motor sizes to keep the speeds reasonable and safe, and to conform more closely to AMA rules. We have certain “rules” of our own about registration, sign in, pre-start protocols, and scoring that are noted below for your information.

On race day we set two pylons at opposite ends of the overfly area and race 10 laps (*6-8 for electrics*) in heats of three aircraft each. Competitors will normally fly two heats in each class they are registered in, and there is no limit to the number of classes you can fly in. We are all here to help each other, and to have a good time in the spirit of *friendly* competition. So please don't feel like you are not “good enough” to fly pylon.

Things You Should Know:

- › Registration Fee is \$10 for the season. Includes pre-race dinners and trophies (*what a deal!*).
- › On each race day, a hot dog dinner will be served at 5:00 pm with races beginning at 6:00 pm.
- › All Pilots must be registered by May 1st (*first race is May 3rd*).
- › If you are registered, you will be automatically included in heats for each race day. To insure timely posting of heats on race day, all Pilots must let us know if they will NOT be participating as early as possible on race day--- but NO LATER than 5:45pm (*15 minutes prior to start time*).
- › When a heat is announced, there will be four (4) minutes to the start of the race, by which time Pilots must have their aircraft in the air. Those that do not do so will be disqualified.
- › A heat may not be announced until the previous heat has concluded. The previous heat is not considered concluded until all aircraft have been retrieved and returned to their stations, and results of the race have been confirmed and announced.
- › All Pilots must have an attending Spotter (*we pilots often spot for each other*).
- › All Pilots and Spotters must wear OSHA-Approved safety helmets available for less than \$10.
- › A one-lap penalty will be assessed for “infractions” --- pylon “cuts”, and “jump” starts. Three infractions in any one race result in disqualification.
- › Overflying the runway/spectator area results in immediate disqualification.
- › Scoring is: 1st place = 3 pts.; 2nd place = 2 pts.; and 3rd place = 1 pt. In the event a Pilot begins, but does not finish a race it will be scored as 0 pts.

Race Days

Pylon Races are held on the 1st and 3rd Thursday evenings during the months of **May, June, July and August**. There will be an end of season championship in September. Start time is 6pm, and the hot dog dinner starts at 5pm. If we are rained out, the races will be held on the following Thursday night. Participants (*pilots and helpers*) are encouraged to come early to assist in set-up.

Aircraft Classes

NITRO CLASSES (see Jay)

T-6 Class

This is a “stock” (*slower*) nitro class. Approx. 1/12 scale. Most of us use the House of Balsa kit, ARF, or scratch-build it from the House of Balsa plans. There are some electric ARF's out there that could be converted to nitro as well. Minor modifications to the kit, such as removing the washout from the wings are OK. No engine modifications are allowed except an air-scoop on the carburetor. All engines must be OS .15 LA (*plain bearing engine*); 15% nitro fuel only; master airscrew 8x4 prop; and must have landing gear and take off from the ground.

Unlimited Warbird Class

This is an “Unlimited” (*faster*) nitro class, and allows some modifications. Approximately 1/12 scale piston powered military aircraft. Most of us are using Great Planes ARFs of WWII fighters but if you can find something like a T-28 or A-1 Skyraider that is OK too. Multi-engine aircraft that flew at Reno (*P-38*) or could have been flown (*Tigercat*) are allowed as well, but they must be 1/12 scale with the same engine specifications. Kit or scratch build is OK. House of Balsa has quite a few kits available on their web site. Airframe modifications are allowed as long as they are consistent with those of the Reno race warbirds. Engines must be .15 standard production manufactured by OS, Magnum, Fox, etc.. No custom race engines are allowed. No engine modifications are allowed except an air-scoop on the carburetor. Must have landing gear and take-off from ground – no retracts. Any brand 8x3 or 8x4 prop allowed; and 15% nitro fuel only.

ELECTRIC CLASSES (see Tom)

Stock Electric Class

This is the “stock” (*slower*) electric class, and may be thought of as an “entry” class. It is also the least expensive model to buy (*\$120*). Eligible models are limited to four identical Tower Hobby P-51's--- the “Silver” (TOWA2012), the “Berlin Express” (TOWA2018), the “Red Racer” (TOWA2016), and the “Miss America” (TOWA2014). Two previous aircraft in this class--- the Hellcat and the Corsair--- have been discontinued. The aircraft must remain stock, and any replacement of parts must also be stock (*i.e. Tower Hobby*). Prop size is 10x7. Battery must be a 3-cell Lipo (*with any MAH or C rating you choose*). Landing gear is optional. Hand launching and belly landing is permitted.

Unlimited Electric Class

This is the “Unlimited” (*faster*) electric class. Eligible aircraft are restricted to the Reno racers available from Motion RC, of which there are only *three* currently available. They include: the P-51 Strega (SKU: ROC008-1), the P-51 Voodoo (SKU: ROC008-2), and the F2G Super Corsair (SKU: ROC009-1). Aircraft must be stock 3648-KV770 motor / 70A ESC combination only. Two previous aircraft in this class--- the Critical Mass and the P-39 Cobra--- have been discontinued. All come receiver-ready and cost \$200. Battery must be a 4 cell, (*with any MAH or C rating you choose*). Must fly completely stock. All replacement parts must be stock. All aircraft come with retracts. Hand launching and belly landing is permitted, but the retracts may not be removed.

► For Questions, or to check conditions on race day call: Jay 360-220-0407 or Tom 360-927-7152