

## 2011 SPAD Class Rules and Regulations

### PILOT:

This class is intended to introduce pylon racing to experienced pilots wanting to race. It is designed to be fun, and challenge pilots skill, not his or her pocket book.

### AIRCRAFT:

The aircraft must be of a "Das Plas Stick" build according to the free plans on [www.spadtothebone.com](http://www.spadtothebone.com) specifying .40 size or larger engines. \*\* See Note

The following modifications may be made:

1. The wing may be bolted on, or rubber bands as per the plans.
2. The Wing may be made from straight 4mm Coroplast in lieu of 4/2mm combo used in the plans.
3. The shape of the vertical and horizontal tail may be changed, provided stock dimensions are maintained. The vertical fin may be mounted in the center of the fuselage for aesthetics.
4. Repair of previous crash damage is allowed provided the structure integrity is maintained, i.e. duct tape to cover minor slices/dings in wing.

### REQUIRED EQUIPMENT:

1. The fuel tank must be an 8 ounce of any brand. Engine must use muffler pressure to pressurize fuel tank only.
2. Three wheels at least as large as the original wheels called for in the plans. No tire modification is allowed.
3. Any sport, non-pylon specific, ball bearing .45-.55 size two cycle engines may be used. Example engines: Thunder Tiger 46, O.S 46-55 AX/FX/FSR, Super Tiger .45-.51, Magnum .46-.52. Brands like Rossi, Jett and Nelson are not allowed. A stock muffler must be attached, no mousse can or mini/tuned pipes.
4. Propeller to suit engine must be used for the race; Size range must be from 10" to 11" in diameter, pitch to suit your taste. Engine will not exceed 14,000 RPM's on the ground measured by a tachometer.
5. Spinner or AMA safety nut *should* be installed.
6. Be able to stop the engine by radio.
7. Have separate controls of all three axes and engine of the aircraft.

### RACING:

1. The racing will be conducted on the same style of course, and generally in the same manner as Two Pylon Club Racing recognized by the AMA.

2. The start of each race will be a fixed start or air start. The CD (Contest Director) will advise when to start your engines, and what style of start to expect. You will have 2 minutes to get your plane started and in the air. The CD will then start a 1 minute count down. At the count of zero, the announcement **“you have a Race”** will be made, 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.
3. 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.
4. You may use any fuel of your choice from FAI (no Nitro) up to 15%. (No fuel will be supplied)
5. There will be 3-4 pilots per heat. Each race will be 10 laps or 3 minutes in length (CD’s discretion), and a minimum of 3 heat races, followed by a main event race with the top 4 highest scoring pilots competing from the heat races.
6. Scores: 3 points for 1<sup>st</sup>. 2 points for 2<sup>nd</sup>. 1 point for 3<sup>rd</sup>. 0 points for 4<sup>th</sup>, DQ & DNS. (CD determines number of tickets to hand out similar to fun-fly scores)
7. Each pilot *should* have a holder/caller, and a safety observer will be present to call a “knock it off” if an emergency or out of control situation exist. Should the safety observer call a “knock it off”, pilots are expected to immediately leave the area of the race course and climb to safe altitude and await instructions to land.

**\*\*Note: 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.**