CLUB 40 PYLON RACE PROCEDURES

We use a two pylon, 400' course that is centered on the start/finish line.

At the start of the Race Day, each pilot registers, pays an entry fee, and has his model safety inspected.

Fuel is supplied by the hosting Club.

A software program is used that automatically runs a matrix and will go as many rounds as you like. It also keeps track of frequencies so there are no conflicts. It allows entry of times and places for each round and keeps track of who is in what place throughout the day.

The way we generally set up is a table under an EZ-up about thirty feet back from the pilot stations, centered on the start/finish line. The spotters sit in chairs in front of the table and hold the Pickles. (Hand held timer buttons) The software operator sits at the table with the laptop and controls the start of the 45 second audible countdown. Once he starts the countdown, the software takes care of the rest. It will sense the input from each of the spotter's buttons and keep track of laps and lap times. With the electronic timing system, all the spotters have to do is press a button each time their plane crosses the Start/Finish line. The computer records the time for each lap as well as the final time.

It will also figure the finish places once the cuts have been inputted. However, even with the timing system, the flag man still needs to call the close finishes because sometimes, on a photo finish, the spotters will not be perfect on the buttons and the second place finisher could erroneously get a faster time. A lot of guys like to know how they are doing, so the computer recorded time also serves that purpose.

An LED Display Unit shows the 45 second countdown and then displays the lap number for each lane. This way the caller for each pilot can look at the Display and tell his pilot what lap he is on during the race. We use a 90 second period to get your engine started and take off. After the 90 seconds we start an audible 45 second countdown. It announces the time in 5 second intervals until it gets to 10 seconds and then it counts every second. At zero, you must be to the left of the Start Line or you have jumped the start. We allow you to continue but you are a lap down and you must complete two laps before you get credit for the 1st lap.

We do allow someone who is about to jump the start to turn left and come around and restart, but once you cross the start line you must continue on the course with the one lap penalty. The Pylon Judges note cuts on a Form and they call them in at the end of each heat. We use walkie-talkies or cell phones to call in the cuts. The first Pylon Cut reduces your score to 1 point, regardless of where you finish. The second Pylon Cut earns you a zero for that heat.

We try to get in at least 4 rounds. The more rounds you can run, the better chance everyone has to make up for a bad heat. At the end of the rounds run, the 4 pilots with the highest scores fly in a Trophy Race for the cash prizes.

As for airplane identification, "Wing Flags" are used to tell the planes apart. A "Wing Flag" is a stick-on, easily removable, colored band that is affixed to the Racer's Wing. Two colors are used, Green and Orange. When the matrix is run, it will place the planes in "Lanes" - High Green, Low Green, High Orange and Low Orange.
Note: "Lane" refers to the airplane identification wing marking that is assigned.

Here's an example for the case where you have 12 participants on a race day.
When you run the matrix, 3 pilots are assigned to High Green, 3 pilots are assigned to High Orange, 3 pilots are assigned to Low Green, and 3 pilots are assigned to Low Orange.
The "Wing Flags" are then affixed to the participating planes as follows:
Green "Flags" are affixed to the top and underside of the right wing of the planes assigned to High Green.
Green "Flags" are affixed to the top and underside of the left wing of the planes assigned to Low Green.
Orange "Flags" are affixed to the top and underside of the right wing of the planes assigned to High Orange.
Orange "Flags" are affixed to the top and underside of the left wing of the planes assigned to Low Orange.

Note that this results in four different "appearances" as the racers round a pylon. Since the racers are in "knife edge" as they round a Pylon, the racers with the "Wing Flag" on their right wing will be seen as "High Green" and "High Orange". The racers with the "Wing Flag" on their left wing will be seen as "Low Green and "Low Orange". This greatly facilitates airplane identification for the Race Officials.
Each pilot flies with the same wing marking all day, flying in each heat with pilots of planes with the other wing markings. Thus, pilots will fly against pretty much everyone (just not against the three other pilots that were assigned the same wing marking).
A different spotter/timer is used for each Lane and he concerns himself only with the plane with the wing flag that corresponds with his Lane. The pylon judges mark cuts base on the wing flags as well.

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Two Racers rounding a Pylon: "HIGH GREEN" AND "LOW PINK"

Heat Scoring Procedures:
The first place finisher in the heat will receive the same number of points as the number of planes in the maximum heat size in the class. Each subsequent place finisher will receive 1 less point. For example, with a four-plane maximum heat size within the class, the 1st place finisher receives 4 points, 2nd place will receive 3 points, 3rd place receives 2 points, etc. Any aircraft that was unable to take off or that was to the right of the start-finish line at the start the heat receives no (0) points. Any aircraft that did not finish the heat receives no (0) points. Any aircraft that was black flag disqualified receives no (0) points.

Effect of Cuts on Points Awarded - If an aircraft cuts one pylon, by not flying past it, that aircraft will only receive 1 point, regardless of finish position. Any aircraft cutting more than one pylon will receive no (0) points for that heat. Aircraft finishing without cuts behind aircraft receiving cuts, will be have their finish position advanced one place in their standing for each aircraft ahead of them that received cuts. The following four-plane heat example illustrates the point scoring system:
1st place finisher with 1 cut - 1 point
2nd place finisher with 2 cuts - 0 points
3rd place finisher with no cuts - 4 points
4th place finisher with no cuts - 3 points

Race Scoring Procedures:
Race scoring shall be the sums of all heat scores. There will be no rounds thrown out. Ties will be determined by the fastest legal time posted by the planes flown in that class.