

Safety Plan for the 2026

Bud McCrary Memorial ISR

The NorCal Slope Soarers (NCSS) with support from Aloft Hobbies are proposing to restart the Davenport ISR (International Slope Race) in the Spring of 2026. Our target date for the ISR is the weekend of May 16-18 with a back-up date of May 23-25. The ISR has been flown at this site for the past 35+ years with a nine year stop at the start of the Covid years. This is our proposed Safety Plan to support the 2026 Event.

1. Site: The attached photo of the area shows how the site will be set up and key features of the event described below,
2. Insurance: NCSS is associated with the Academy of Model Aeronautics (AMA Web Modelaircraft.org) and is Club #4494. NCSS will purchase event insurance (\$2.5 M) from AMA for the event dates. It will name Big Creek Lumber and Big Creek Timber of Santa Cruz Ca as the primary insured and The Recreational Aviation Foundation (RAF) of Bozeman Mt. as an additional insured.
3. Event Safety: NCSS will have an experienced pilot as the Contest Director (CD) who will have control over the running of all aspects of the event. At registration we will verify that each entrant is a current member of AMA. AMA membership provides each individual with liability insurance coverage totaling \$2.5m. The CD will check each plane for its condition and ability to compete. Each plane will be inspected and weighed to check it does not exceed the weight/wing loading restrictions. The CD will oversee each race and issue warnings and/or penalties to pilot(s) as appropriate during a race.
3. Contestants: All contestants will be required to be members of AMA and pilots must be experienced in flying composite Remote

controlled (RC) gliders in similar race conditions. Pilots who have not flown in the ISR before will fly trial rounds on Friday May 16 to judge their skill level and properly place them in either the Open or Sportsman Classes. The planes for Open class pilot will be limited to a. wingspan of 3.3m and a max weight of 11 pounds or a max wing loading of 2.65oz/15.5 square inch, whichever is less. The Sportsman pilots will have their planes with a max wingspan of 3.3 meter and a max weight limited to 9 pounds or a max wing loading of 2.16oz/15.5 square inch, whichever is less. Sportsman pilots will always have an Open Class pilot spotting for them during a race. The spotter will help to track the plane and listen to the direction from the CD/Judges for the Sportsman pilot.

4. Site configuration: The site will be set up with Base A at the NW corner of the runway (see site photo). The pilot stand, judges, and CD will be at Base A. Planes will be launched to the west of Base A. Base B is approximately 212 yards N of A on a knoll. Base B will be manned by 2 or 3 judges to spot plane turns at Base B. Both base A and B will have turn sighting poles and fences. Once a heat is finished each pilot will take turns landing their plane on the ice plant on the west side of the runway south of Base A. Pilots will stage their planes and equipment on the NE side of the runway and will generally lay down traps for protection from the ice plants.

5. Racing: Each race starts with pilots on the stand with their spotter. Each plane will be launched by a helper and then flown past Base B for identification. As a plane passes B for identification it will circle out west of B until all planes are identified. After all planes in the heat are confirmed at B, the CD starts a 1-minute countdown timer and the pilots will begin to position their planes to the North and Northeast of B for their climb out. The race starts at the end of the countdown and each plane enters the course to the South and ocean side of A and B and flies low on the slope towards B. When a plane reaches Base

B, a judge will signal the pilot's spotter via the light stand and the plane turns away from the slope and heads back on the upper slope back to Base A. All turns are made away from the Bases towards the ocean and not into the slope; any pilot who turns his plane into the slope during a race will be immediately disqualified from the race and be required to sit out their next race. Each race is 8 laps and pilots who cut a base will get an extra lap added to their race, two cuts/warnings and the pilot is disqualified from the race. Any plane that crosses East of the Safety line will be given a warning and penalized one lap. The scoring is 1 point for the winner of a heat, 2 for second and 3 for third (if necessary), 4 for did not start and 5 for disqualified. The pilot with the lowest score at the end of the event is declared the winner.

6. Site parking/camping: We will limit parking to the area South and East of the hangar and all cars will be parked at least 15 feet from the runway. There will be no camping or fires allowed during the event. Pilots will use the area to the East of the runway and N of the hanger as a laydown area for their planes and equipment. They generally stake down traps to protect themselves and their equipment from the ice plant.

7. Sanitation and site cleanup: NCSS will rent a port-a-potty for the weekend. It will be set near the hangar on Friday a.m. and removed Monday a.m. by the provider. We will police the area after the event and remove all debris from the site and take all trash with us.

8. Beach Access: NCSS realizes that the public uses the path on the N end of the field for access to the beach. We will ask individuals wanting to use the path to wait while a race is underway and will not start a race until they are well down the path.

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