

Davenport ISR Rules and Procedures:

Mission Statement:

To stage a unique and challenging sailplane race in accordance with FAI and NCCS rules at the Davenport site, open to top class pilots from all over the world in a manner that promotes man on man sailplane racing and is safe for contestants, workers and spectators.

1. General Information:

- 1.1. **All workers and volunteers must sign the NCCS Release and safety rules and attend the workers' daily meetings.**
- 1.2. The race will be conducted using FAI rules (<http://www.fai.org>) except there will only be open class racing.
- 1.3. Maximum weight/wingspan of a plane in the Open Class will be 5 kg (11.0 lbs or 176 oz) or (24.58 oz/ft² of the area of the wings and projected area of the tail whichever is least and 4m wingspan. Planes in Sportsman will be limited to 9 lbs or 144 oz or (20.11 oz/ft²) and 4m wingspan. Each plane that will be raced in the contest must have a copy of the calculations used to determine maximum weight presented to the Contest Director (CD) or Safety Monitor (SM) for verification before the plane is cleared to fly in the contest. A scale will be used by the SM to check each plane's maximum weight before each flight.
- 1.4. Safety Check –
 - 1.4.1. All planes will be examined and checked by the SM prior each race.
 - 1.4.2. All planes must pass full inspection: All servo control, flaps, butterfly, proper direction and proper strength and structural integrity. Any plane that does not pass this inspection will be precluded from flying in an event until the problem(s) are corrected to the satisfaction of the SM.
 - 1.4.3. The SM has the ability and power to disqualify any plane without question.
 - 1.4.4. SM has the option to check each aircraft at any time during the race.
 - 1.4.5. No planes are to be flown until they are checked and passed certification by the SM. After NCCS takes control of the site for the contest on Friday afternoon, no planes will be allowed on the race course until they have passed certification.
 - 1.4.6. Each plane in a heat will be weighed by the SM to verify its weight. Overweight planes will be scratched from the heat and given a DNS.
- 1.5. Pilots are allowed to bring and fly as many planes as they wish to fly during the contest. Planes that crash or are involved in midair collisions will be flagged for re-inspected by the SM before they will be allowed back into the competition.
- 1.6. Outside ballast/weight of any type will not be allowed regardless of how securely it is attached to the plane.
- 1.7. Frequency Control – All planes and Transmitters are required to be on 2.4Mhz.

- 1.8. Notice of withdrawal from the event must be received at least two weeks before the event for a full refund of entry fees. Less than two weeks before the event, there will be no refunds unless there is a replacement pilot and at least still 33 registered pilots.
- 1.9. The Contest Director or the SM reserves the right to declare any plane or pilot as unfit for competition.
- 1.10. The use of throw outs will be at the discretion of the Contest Director.
- 1.11. Camping and fires will not be allowed on site.
- 1.12. The CD will resolve all disputes and the CD's decision will be final.
- 1.13. **Staff Required: Minimum - (Base A - 3 people, Base B - 3 people, Back up judge)**
 - 1.13.1. CD/Race Coordinator/Time Keeper/Lap Counter
 - 1.13.2. Safety Monitor
 - 1.13.3. Three Base A Turn Judges
 - 1.13.4. Three Base B Turn Judges

2. Safety: Safety is the greatest concern for this race and will be enforced throughout the event. Any pilot / spectator that disregards the established rules will be removed from the race or asked to leave. These rules are in place for everyone's protection.

- 2.1. Safety Meetings
- 2.2. Pilots' Meeting - will be conducted at the beginning of each day prior any flying (2 / weekend); all participants will sign a sign-in sheet for each meeting.
- 2.3. Volunteer Briefing - will be conducted at the beginning of each day to ensure all volunteers understand their roles and responsibilities prior to participating. Each participant will sign a sign-in sheet.
- 2.4. No Fly Zone, Pilot stand, Bases A & B East of the Safety Line between Bases A & B, the staging area, the pits, the landing area, spectator line and the parking areas are all laid out on the attached site map.
- 2.5. Signs will be posted on the beach to let people know that the race is underway and to proceed with caution. We will also monitor access road to the beach.
- 2.6. Signs will be posted on the trail coming through the fence from Highway 1 to let people know that the race is underway and wait to be acknowledged before accessing the path to the beach.
- 2.7. The gate to Highway 1 will be kept closed throughout the event.
- 2.8. There will be no consumption of alcoholic beverages by any of the participants before or during the contest.
- 2.9. Smoking is not allowed on the site.
- 2.10. Safety Equipment
 - 2.10.1. Safety Fences at Base A & B
 - 2.10.2. Safety line
 - 2.10.3. Two-way radios
 - 2.10.4. Safety Warning Signs
 - 2.10.5. Emergency Contact Information - The CD will have phone numbers for the nearest emergency response ambulance and/or fire truck. The closest manned fire station is the Big Creek Cal Fire station on Swanton Road; 831-426-1664.

2.10.6. First Aid Kit

3. Race Procedure:

Scores are as follows:

- 1 point for 1st position
- 2 points for 2nd position
- 3 points for 3rd position
- 4 points for DNF (Did Not Finish)
- 5 points for DNS (Did Not Start)
- 6 points for DQ's

The winner is the pilot with the least amount of points after throw outs, as applicable.

The goal is to earn as few points as possible. To win you need to have your equipment ready to race on time and to avoid anything that will earn you a DNS. You need to fly in such a way to be competitive yet fly smart enough to avoid a midair collision, crashing during a race or cutting any turn or anything that will earn a DNF score.

4. Race Structure:

- 4.1. No heat will start until the course is clear of people and it is safe to start the heat.
- 4.2. All pilots and callers in the heat will be in the ready area with their models at least two minutes before the start of their heat.
- 4.3. The pilots for the following heat should have their plane ready and near the ready area.
- 4.4. After each pilot has demonstrated complete control of his plane including butterfly, the CD will give the signal to launch each plane one at a time. If a pilot is not ready to launch when the CD calls for the plane to be launched, the pilot will be assigned a DNS for the heat.
- 4.5. Each pilot must fly his plane past Base B at course level so his plane can be identified by the Base B turn callers (White, Red, Green). Identification will be signaled to the pilot and his caller by flashing of the appropriate Base B light. All planes must maintain a course level altitude west of Base B until all planes have been ID'ed.
- 4.6. When all planes in the heat have been ID'ed by the Base B judges, the CD will start the 60-second countdown timer. Once the countdown starts, the planes can gain altitude and begin the pre-race maneuvering.
- 4.7. All planes must stay West of the safety line when flying back towards Base A. plane cannot cross the Start/Finish line towards Base B until the 60-second countdown is completed. At this point, the heat is officially in progress so any pilot that does not finish the required laps is scored a DNF. No re-launches are permitted once the countdown has started. If someone enters the race course, the heat will be aborted and restarted. If you or your helper causes the restart, you will be given a DNS for delaying the heat.

- 4.8. A proper start is when a model is outside of Base A and flying toward Base B and crosses the Start/Finish Line after the countdown reaches zero.
- 4.9. Any plane crossing the S/F line before the countdown reaches zero must exit the race course away from Base A and recross the S/F line from outside Base A flying toward Base B. Each plane must cross the S/F line to enter the race course and start the heat.
- 4.10. The Base B turn judge will signal that the model can start the turn back to base A only after the model breaks the invisible Base B plane. A model that has changed direction by 91 degrees at Base B is considered to have completed the turn. If this turn is before the model breaks the invisible Base B plane; a **Cut** will be called on the pilot and he is required to fly an extra lap. Cuts will also be called at Base A if the model fails to break the Base A plane before heading back to Base B. If the pilot **Cuts** 2 turns during a heat, he will earn a DNF for that heat and is required to pull off the course and land with out finishing.
- 4.11. Warnings and/or Safeties will be given to a pilot(s) during the course of a heat(s) by either the CD or Safety Monitor. Warnings include but are not limited to: flying near the safety line, flying close to the bases, flying an incorrect flight line on the race course, etc. Safeties include but are not limited to: flying in the no fly zone, flying over the base judges, or East of the Safety line, making a turn into the hill, landing outside the landing zone, flying with too much ballast in the plane. If a Safety is issued during a heat the pilot will be required to fly an extra lap. Two safeties will result in a DNF for the heat. Warnings and/or safeties can lead to disqualification from a heat and from the contest.
- 4.12. During the heat, each plane must follow the course flight line. When a plane is flying from Base A to B, the plane will fly low and out away from the slope outside of the safety line. On the return path from Base B to A, the plane will fly high and in towards/parallel to the slope, again outside of the safety line. Pilots will observe the invisible safety lines at all times and will not cross over the turn judges or pilots' area. All Base B turns will be left banking turns away from the hill. From Base B to Base A, all turns will be right banking turns again away from the hill. At no time is the pilot allowed to turn into the hill regardless of the distance away from the hill. Pilots will receive an immediate DQ if they turn into the hill. Pilots that have been Disqualified will exit the race course and land their plane.
- 4.13. After the required eight (8) laps are completed, the heat is considered finished and the planes will land as soon as possible so the next heat can start. Pilots will be allowed enough time to land as quickly and safely as possible. Planes for the next heat will not be launched until all planes from the preceding heat have landed.
- 4.14. Landing Zone – is located West of the runway and South of Base A in the ice plant . All pilots will be allowed adequate time to land their planes safely but will be required to land ASAP. Once on the landing approach, pilots are not to enter into the landing area again.
- 4.15. In the event that only one plane is left flying in a heat because the other planes DNF'ed, the remaining pilot will be awarded a first place finish and will not need to complete the remaining laps.

- 4.16. Plane retrieval – in the event that a plane goes down and is located on the race course between Base A and B, the CD will coordinate retrieval with the pilot to safely retrieve the plane. If necessary, the heats will be stopped momentarily to allow retrieval of the plane(s). A pilot may choose to wait until a break in the heats to retrieve his plane. In that case, heats will proceed with the plane on the course.
- 4.17. If after the all the heats are completed, there exists a tie between the top three pilots there will be a fly off between those pilots to determine the top three finishers. Other fly-offs to break ties will be at the discretion of the CD.
- 4.18. Trophies: A Trophy will be awarded to the first 3 places in the Open Class. The Winner of the Open Class will also receive an ISR Top Gun baseball cap. The Baskin trophy will be awarded to the pilot does the best job destroying his plane.

5. Definitions:

- 5.1. Heat – A race between two or three planes.
- 5.2. Rounds – A number of heats so that all eligible pilots have raced once.
- 5.3. Fly Off - A race between pilots with the same score to determine final standings, usually limited to the top 3 positions.
- 5.4. DNS - The score awarded to a pilot who does not launch his plane when required at the start his heat. A DNS is also used to score a pilot that has dropped out of a heat or the competition.
- 5.5. DNF - The score awarded when a pilot's plane does not finish the required heat. If the pilot cannot safely control his model and is asked to land by the CD, a DNF is scored as he had not completed the heat.
- 5.6. Warning – Issued by the CD or Safety Monitor to a pilot for unacceptable flying that includes but is not limited too: flying too close to the turn judges, landing unsafely or incorrectly, over-ballasting the plane, etc.
- 5.7. Safety – Issued by the CD or the Safety Monitor to a pilot after repeat Warnings or for a severe infraction of the rules (e.g. turning in towards the hill, flying over the judges, etc)
- 5.8. Disqualification (DQ) - Pilots who violate safety flight lines or fly unsafely or uncontrolled will be disqualified from the heat. Two DQ's and the pilot is disqualified from the event. DQ's can be issued by the CD or Safety Monitor.
- 5.9. Climb Out - Gaining as much altitude as possible for the start after all planes have been ID'ed by the Base B judges and the countdown clock has been started.
- 5.10. Throw Outs - A heat that is not counted in a pilot's total score. Normally, a Throw Out will be declared after six and twelve rounds have been flown.