

AT-6 Texan Large Scale Racing – Rules

Entrants

Previous entrants and those who have expressed interest will automatically be sent an entry form, or check the BRCAC web site www.brcac.asn.au for entry forms.

General Rules & Flying Details

NOISE LIMITS: Entrants are reminded that the noise limits will be the same as the last races that is: - A LIMIT of 98db Measured at Three (3) metres from the engine, over grass. The reading being the average of that taken at front and from each side inline with the engine. The sound meter will be positioned one metre above the ground up wind from the model.

This limit will be strictly enforced and no correspondence regarding the limit will be entertained.

PERMIT TO FLY: No Model will be permitted to enter the race unless a Permit To Fly is valid for the model. The Permit must be dated at least 21 days before the first day of the races. Under no circumstance will a flight test for the issue of an original permit for an aircraft be carried out during the duration of the races.

Entrants will be required to make a declaration that the entrant has had 6 flights of the entered model before the event.

All entrants must produce the Permit to fly for inspection. Random safety inspections may be carried out if the safety officer so requires. Repaired damage must be checked an appropriate MOP inspector.

Any aircraft that exhibits unpredictable handling characteristics in the air and on the ground, such as uncontrolled takeoff direction, violent pitching, skidding or unpredictable flight, will be cause for disqualification.

Tuned pipe, or other exhaust augmentation is not permitted. This includes any form of performance enhancing muffler (e.g. Dubb Jett mufflers) on the AT-6 class or any of the other race classes.

Radios

TX Must be MAAA checked and must be approved.

Radio: Must have been MAAA checked (no time limit)

Servos- Shall be of sufficient power for the size and weight of the aircraft.

Batteries- All radio systems shall be powered by batteries of 1200 MAH MINIMUM capacity (1800 MAH recommended) Note:- - in systems that use two receivers, 2 X 700 MAH would meet this requirement.

Telemetry

Is not permitted while racing.

Communication during racing By radio or other signals from an observer to the caller of a contestant, or contestant, during racing is specifically prohibited and will incur a disqualification of the contestant.

Racecourse Layout

Coota/ Bendigo Style

NOTE:- THE STARTER MAY DIRECT SOME VARIATION OF THE FOLLOWING PROCEDURE IF REQUIRED

At the call of the start, a three (3) minute time slot will commence and all competitors must start their engines and takeoff within this three-minute slot. Anyone who cannot start, or who takes off, has problems, and lands will NOT be able to restart and will forfeit the heat. A takeoff that is aborted before the model is airborne may be attempted again within the three minutes, provided that the takeoff path of any other contestants in the heat is not impeded or infringed.

Takeoff: The starter will direct the takeoff direction. As soon as all models are airborne, or at the expiry of the 3-minute start time, the starter will signal (whistle) the beginning of the 30 Seconds, rundown on the clock display. The race commences at the conclusion of the 30 Seconds, rundown

Time periods will be denoted by an audible signal (whistle or gun)

Ten Laps per heat will be flown.

A Minimum Flying Height of 6 metres is set

After all aircraft have completed, landing will be into wind at the starter's direction.

The next heat contestants will be moving to the start boxes during the landing sequence.

Times for heats are expected to be about three to four minutes. If you finish early you are to climb clear of the race, and Land as soon as all contestants in the heat have finished their ten laps

Callers/Observer: every contestant must have an observer/caller during the flight .An extra helper is also permitted

Reserve Model: may be used provided that it has been processed and test flown. Note -reserve model does not have to be same as the original but must be processed in the same way as other models of that class.

Hard Hats

BRING YOUR OWN, and must be worn, by pilots and all helpers/callers

Any decision by Judges is final--This also means any disqualification by safety line judges.

Safety

This is PARAMOUNT! Any pilot who infringes the SAFETY LINE - a line 30 metres from the public, or nearby house and property will score ZERO for that flight on first offence, and will be disqualified and unable to fly on a further offence (two strikes and you're out!) Furthermore ANY PILOT WHO FLIES OVER ANY PART OF THE PUBLIC ENCLOSURE WILL BE DISQUALIFIED IMMEDIATELY. (Disqualification means no further flying for you!)

Any pilot whose flying is undisciplined, and or appears not to have accurate control of his aircraft, whether it is lack of pilot skills or an unstable aircraft, so as in the Contest Director's /Safety Officer's opinion to be at risk to the public or other contestants will be grounded

Rest assured that the above sanctions will not be applied in a careless manner, as we want the maximum number of aircraft flying!

Finally, airworthy standards will be applied in regard to servo, and battery size (as per the initial rules information). A Permit to Fly must be in force, and any aircraft suffering damage in a heat will be checked by an Inspector (MOP015) before being permitted to fly again.

AT-6 Class

This will be a standard class based on the Midwest AT6 kit.

Aircraft is to be built from the Midwest kit, or may be constructed from plans to identical dimensions, or from an approved fibreglass or ARF kit, to identical dimensions. Aircraft will be measured during processing.

Fixed or retractable landing gear may be used, with steerable tail wheel.

Dummy engine allowed and encouraged (Nose Weight ?). A scale size spinner must be fitted.

No restrictions on colour scheme,

No "builder Of the Model" rule applies.

A Pilot Bust is required

Model Details

SIZE:

1. Minimum wing thickness, measured at the junction of the centre section and outer wing . (i.e. the start of the wing taper) 55mm
2. Minimum wing thickness at Wing Tip (i.e. last rib) 25mm
3. The wing thickness must taper in a straight line to the tip.
4. Minimum wing length from the centre section and outer section join, to the wing tip 740 mm

ENGINE:

120 Size engines of the following make only to be used

Webra, Magnum, Moki, GMS, Thunder Tiger,. O.S 120 AX

Engines must be stock and unmodified. Maximum Carburettor throat size 9.50 mm

Super chargers, rootes type blowers, fuel pumps, air chambers and tuned pipes are NOT allowed.

FUEL: Will be supplied.

MUFFLERS:-

Only simple expansion type mufflers can be used. The muffler must be under cowl.

Maximum noise level 98db measured as per General Rules.

PROPELLER

Standard propeller - APC 15x10 (may be supplied). Contestants may use their own APC15x10 which must not be modified (except for balancing and crankshaft size)

WEIGHT

Minimum aircraft weight 14 lbs.(6.36Kg.) (dry).

PERMIT TO FLY

** Entrants are required to have a Permit to Fly for their aircraft (even though the weight is less than 7Kg.-)