

## Four-Star-40 "Sport" Pylon Race

Revised August 7, 2018

Previous Revision February 15, 2017

**INTENT:** An entry-level sport pylon race that will encourage sport pilots, with a common sport plane and limited engine, to race. To have a low pressure racing atmosphere and when the racing is over the same planes can be "sport flown" every day. The plane and engine are to be "completely stock" (as purchased from the manufacturer). Intentional border line rules bending will NOT be tolerated.

Good sportsmanship is a requirement!

**PLANE:** A Sig 4-Star 40 built from a kit, Four-Star 54 EG ARF, or a Value Hobby Stylus 60 ARF are legal. The kit plane must be built per the kit plans. A minimum ready to fly weight of 4-3/4 pounds, without fuel is required. No racing modifications or altering the standard kit will be allowed, other than the engine mounts may be lowered 1/4" (this helps keep the engine from bogging in a turn). A back-up plane may be used on the same frequency. The ARF Four-Star 40's are legal including the wheel pants. The Sig kit version and Value Hobby Stylus 60 may have the outer bay of each wing cut off, and the canopy recut to a lower profile like the Four-Star 54 EG.

• Stock items: Landing gear (not sharpened or rounded), 2-3/4" tires (STD profile) Minimum tail wheel diameter is 3/4" as shown on kit plans.

**ENGINE:** In order to keep the aircraft as evenly matched as possible and as simple as possible, the following engine rules apply:

**ENGINE TYPE:** A stock .40 to .46 cu. in. two-stroke ringed or non-ringed engine is required. The original expansion chamber muffler that came with the engine must be used. NO tuned mufflers/pipes. Altered or "High Performance" engines will NOT be allowed. Engines are to be mounted upright. Engine must be able to idle, and be shut off by radio control.

**PROP:** Only a Master Airscrew 10 X 6

**FUEL:** Each pilot must furnish his/her own fuel not to exceed a standard 15% Nitro mix.

### RACING

- 2 Pylons are to be 660' apart. The race will be started with a flying start. The CD/starter will call out loud that a 10 second out loud countdown will begin now, and at the end of that countdown to zero the race begins. All aircraft are to be behind (or left side of) the Start/Finish line at the start of the race. Any aircraft seen ahead of that line will be given 1-cut at that time, just as if they cut a pylon. 10 laps are to be flown. If possible there will be 4 planes in each heat, if the matrix allows. Pilot stations assigned according to matrix.
- First place in the heat will receive 4 points; second place will receive 3 points, third place – 2 points, and fourth place – 1 point in a 4 plane heat. If a 3 plane heat is flown then first place receives 3 points, second place 2 points, and third place 1 point. If a pilot crosses the Start/Finish before the sound of the horn or cuts one pylon he will receive only 1 point. If a pilot cuts two or more pylons, he will receive "0" for that heat. If a pilot cuts any pylons, he is automatically put in last place and any pilots behind him that did not cut will advance one place in the standing. Ex: If a pilot in first place cut one pylon and the rest of the heat didn't cut any, the second place pilot gets 4 points, the third place gets 3, the fourth place gets 2 and the first place pilot gets only 1 point. When a pilot receives 2 cuts he MUST pull up & out of the racecourse. Anyone that refuses to do so may be disqualified at the discretion of the starter.
- When a cut judge calls in a cut for example he/she says "cut blue", the CD/starter will respond "cut blue" to show acknowledgement of the cut back to the cut judge. The CD/starter will call out loud "cut blue" so that all pilots can hear the call. Radio traffic should be as brief as possible to preclude "walking" (talking over) on another incoming call.
- Pilot stations assigned according to matrix.
- Any pilot flying a plane behind the flight line will receive a warning; a second instance will result in a "0" for that race.
- Ties will result in a fly-off unless there is a frequency conflict, or some other agreed to method.
- Any disagreements with a call, or cut, must be discussed with the starter. If the starter asks for assistance, the CD may be involved as well. Anyone caught harassing a Lap Counter or Cut Judge will be given a Zero, or disqualified
- BONUS POINTS: Engine to be running after landing/rollout. Running engine equals 1 Point Bonus.