



RULES - 2017 NATIONAL FUN-FLY SERIES

Managed under the auspices of SAMAA

The main objective is to have FUN!!

NB – These rules shall be amended at any time, from Round to Round, should there be enough reason found to motivate such a change.

1. There will be no entry fee for the 2017 Fun-Fly Series, with the exception of the Combined Nationals event at Klerksdorp.
2. There will be 4 (four) qualifying rounds flown, and to be completed as follows: **Round 1 to be flown by – 17th April 2017; Round 2 to be flown by - 25th June 2017; Round 3 to be flown by - 3rd September 2017.** Each round will consist of 6 (six) events. An additional qualifying round will be flown at the **Combined Nationals in Klerksdorp – Saturday 29th April.**
3. **The Fun-Fly Masters is scheduled to take place on 21st & 22nd October 2017 @ LOMAC – Nelspruit.** The number of pilots to be invited to the Masters will be determined by the number of pilots entering the various qualifying rounds. More detail to follow as the rounds are completed.
4. At least two independent non-flying judges/officials must be present throughout the events. They will time, count, and record all scores on the official score sheets provided. Additional assistants may be co-opted as required as line judges etc. if required.
5. The score sheets must be returned within one week of the event being flown, to: Email - funflysa@gmail.com

Please - All queries and correspondence also to be directed to the above email address.

6. **The rules of the six events to be flown for each round, will be e-mailed to the organizer of each club/group. The organizer will keep the events sealed/safe until the day that the round will be flown. Each event will only be read out immediately before the event is flown, and the events must be flown in numerical order.**
7. All aircraft will be of a fixed-wing type. A competitor may have TWO aircraft. One aircraft MUST be the primary for use during the competition. The other is a back-up and may only be used if the primary aircraft is damaged. The damaged aircraft may be repaired, but must be scrutinized by the judges and CD before being pronounced fit to fly. Competitors may share an aircraft, but if it sustains structural damage, then all the pilots using that aircraft MUST use the same back up aircraft, if one is still available.
8. Aircraft specifications for the various classes will be as follows: (These specifications will be strictly applied – anyone not adhering, shall be asked to reclassify to an applicable class or will be excluded from the competitions – **disqualified!!**).

Scrutineering of aircraft may take place **at any time during the duration of the various rounds or during the running of the Masters event, to check eligibility of the aircraft.**

- a. **Open Class** – Aircraft to comply to all SAMAA rules and regulations – max. weight 4.5kg with batteries/fuel

- b. **Sportsmen Class** – **Maximum main wing thickness of 15%** - **average wing width including ailerons, divided by the maximum wing thickness**
- maximum weight 4.5kg with batteries/fuel.
- c. **"Light" Sportsmen Class** – Any aircraft weighing less than 850grams including fuel/batteries – foam models are allowed.
9. You can choose which class to enter – **obviously with a suitable and eligible aircraft.**
10. Should you qualify to participate in the Masters **then you won't be eligible to enter the Sportsman Classes for the following three years!!**
11. Other than fuel and parts that may be replaced during repairs, nothing may be added to, or removed from the aircraft, i.e. wings may not be replaced, or extra weights added to suit certain events.
12. All take-offs and landings in any one event must be in the same direction (one direction) and on the runway, normally into the wind. Some events may not have a judged or timed landing, but these must still be on the runway in the correct direction.
13. In the event of a specified landing with "stopping" on the runway, then the aircraft must do just that. A fast landing and careening off the tarmac or recognized runway onto the surrounding grass or dirt, will score zero or be penalized as described in the event rules. Once again the correct direction of landing to be adhered to.
14. Tactical crashes are not permitted under any circumstances. A tactical crash is defined as when the pilot deliberately gives an input on the transmitter which crashes the model onto the runway or target. Should a tactical crash result in any obvious damage which renders the aircraft immediately un-flyable {damaged structure, torn covering, or any detached components like the firewall, motor, landing gear, wings or stabilizers} then the landing shall immediately be considered a tactical crash. The pilot will score a ZERO for that event.
15. All maneuvers **MUST** be recognizable in the opinion of the judges, and in the case of poorly flown maneuvers, the decision of the judges is final. Poorly flown maneuvers are to be re-flown until the judges approve of them.
16. In the case of timed events, the stopwatch times of the judges will be the average for the final score time. In the event of one judge failing to time, or his watch failing, or the judges' times, differing by more than 3 seconds, then a re-fly will be permitted if requested by the pilot. The judges will confer and reach a unanimous decision on the time to be recorded. If all the competitors and judges agree, individual judges may time certain events alone to speed up the competition. (Cut and glide events where more than one pilot could fly at the same time).
17. In the case of measured distances, the judges should measure the distance together and agree on the final measurement to be recorded.
18. Events will be made up of typical fixed-wing flying manoeuvres and stunts as used in the past Fun-Fly series. Where necessary, we will simplify or even replace the events for the sportsmen classes; we will not require them to do manoeuvres that are not suitable for the typical aircraft flown by the pilots.
19. Where an event calls for a number of manoeuvres to be flown in a certain time and sequence, then the judges will confer and be unanimous in their decision as to the number of manoeuvres and the sequence flown. Competitors may ask the judges to inform them during the flight how many manoeuvres they have seen to have been completed. Judges must not instruct the pilots how to fly a manoeuvre during the competition events. The correct number of each manoeuvre must be flown in the correct sequence before a score may be recorded. The correct number of manoeuvres or more may be flown before attempting the next manoeuvre in the sequence.
20. A line judge shall be nominated to check for aircraft straying into the No Fly Zone{s} as defined at the particular flying field. He will then inform the judges immediately if any aircraft enters the demarcated zones and judging/timing etc. will cease from that moment. If the event/task has not been completed the pilot will score ZERO. This is a safety issue!
21. A pilot may have a caller, but the caller may only call maneuvers. Unless otherwise specified in the event rules, the caller may not help time any event for the pilot or use a watch or any device with a beeper etc. to aid with any timekeeping at all. Disqualification of the pilot from the competition will result if any outside help is used, be it intentional or unintentional.
22. Most modern transmitters have visual and audible timers built in. The visual and audible timers will be disabled before the start of the rounds/Masters, or if disabling is not possible, then the transmitter will have the display covered during the critical 'pilot only' timed events. Any visible time pieces found or bleeps from transmitters will render the pilot liable to disqualification – pilot to ensure that beeper is switched off or disconnected! **The judges shall strictly observe and apply this rule.**
23. Scoring will be done in the following manner {the different Classes/categories shall be scored separately}. The first placed competitor will get 100 points. The other competitors will then get a prorated percentage on their score, be it time, distance, or number of manoeuvres, etc. compared to the winner's performance, i.e. scores will thus be normalized. A minimum score is 10 points, with ZERO being used where applicable, flying into no fly zones, not completing an event, disqualification, etc. A point bonus may be awarded for certain criteria in certain events. A pilot's

time/distance/score etc. will be made known to him on request immediately after his flight, but only his personal score. Other pilot's scores will not be made known to the enquiring pilot.

24. The main objective is to have Fun!! Should you want to show off or prove your ingenuity, then **please enter the Open Class!!** The Sportsmen classes are aimed at the typical club member entering with his typical aircraft that he flies at the club over weekends or during other opportune times!!