



## RULES – NATIONAL FUN FLY SERIES 2019

1. There will be 3 (three) qualifying rounds flown. Each round will consist of 6 (six) events per class.
2. 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.
3. 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.
4. The score sheets must be returned within one week of the event being flown, to: Email – [funflysa@gmail.com](mailto:funflysa@gmail.com).  
**Please** – All queries and correspondence also to be directed to the above email address.
5. **The rules/details 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 till the day the round will be flown. Each event will only be read out immediately before the event is flown and events to be flown in numerical order.**
6. 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.
7. 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!!**).

Scrutinizing 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. Veterans Class – Participants 55+ years of age – Veterans Class is only applicable to Open Class.
  - c. **Sportsmen Class** – **Maximum main wing thickness of 18% - maximum wing thickness divided by the average wing width (mean wing width) including ailerons , main wing control surface mean width, to be maximum 50mm, main wing loading to be greater than 52 grams per square dm, maximum model weight 4.5kg with batteries/fuel.**
  - d. **“Light” Sportsmen Class** – Any aircraft weighing less than 850grams including fuel/batteries – foam models are allowed.
8. You can choose which class to enter if you are participating for the first time – **obviously with a suitable & eligible aircraft.**
  9. Should you qualify to participate in the Masters **and on obtaining first place and second place in the Sportsmen Class at the Masters, then you won’t be eligible to enter Sportsmen Class.**

10. 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 removed, or extra weights added to suit certain events.
11. 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.
12. In the event of a specified landing with “stopping” on the runway, then the aircraft must do just that. A fast landing and careering of the tarmac 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.
13. 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.
14. All manoeuvres MUST be recognizable in the opinion of the judges, and in the case of poorly flown manoeuvres, the decision of the judges is final. Poorly flown manoeuvres are to be re-flown till the judges approve of them.
15. In the case of timed events, the stopwatch times of the judges will be the averaged for the final score time. In the event of one judge failing to time, or his watch failing, or the times 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).
16. In the case of measured distances the judges should measure the distance together and agree on the final measurement to be recorded.
17. 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.
18. 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 to 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.
19. 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!
20. A pilot may have a caller, but the caller may only call manoeuvres. 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.
21. 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 beeps from transmitters will tender the pilot liable to disqualification – pilot to ensure that beeper is switched off or disconnected! **The judges shall strictly observe and apply this rule.**

22. 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.

23. 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!! Please refer to the specs as contained in paragraph 7 c. above!**