



Radio Control Pylon Racing Rule Book 2021



Background

This R/C Pylon Racing rulebook has been updated to reflect changes made to the rules by Transport Canada, MAAC and the R/C Pylon Racing Committee. This is the official document governing MAAC R/C Pylon Racing in Canada

The intent to any set of rules is to have a pre-determined guideline by which you can attend an event and reasonably know what to expect. If the rules are such that they are unreasonable or unmanageable then there is a pre-determined path to change or update those rules to reflect what the group of persons who utilize them needs.

The content of this rulebook is only as effective as the ability and dedication of its users to understand and apply its regulations. It is not perfect, but it should reflect the actual practice of R/C Pylon Racing in Canada. Should you have any questions or suggestions to enhance the rules or the book, contact your local committee member or the R/C Pylon Racing Committee [**Chairman**](#).

Revision History:

Version 1.0	Issued Oct 21, 2017	Initial release of rule book
Version 2.0	Updated Nov 13, 2020	Allow Nelson Long Stroke Quickie 500 engine for use in the Quickie 500 event. Further clarify the muffler allowed in Q500



General Rules

1. **Scope of Rules:** These rules are published by the R/C Pylon Racing Committee of Model Aeronautics Association of Canada (MAAC). They define the standard by which contests held in Canada should be operated. For these rules to be effective as a standard, the Contest Director should do his/her best to apply the rules to their Pylon Racing contest. Particularly at MAAC sanctioned contests, if these rules are not to be applied then the advertising for the contest should reflect the changes that will be made.
 2. **Competitor Eligibility:** Any pilot participating in an RC pylon competition sanctioned by MAAC is required to be a member in good standing of either MAAC or the AMA. If requested to produce proof of membership in either of these organizations, the pilot shall comply in order to participate in the event.
 3. **Official RC Pylon Racing Events:** There are three official events recognized by MAAC for RC pylon racing, they are:
 - a. Quickie 500;
 - b. Quarter 40 (also known as Q40); and
 - c. Electric Formula One (also known as E-F1).
- 3.1 Event Rules for Quickie 500:**
- a. For the Quickie 500 event, MAAC shall follow the rules published by the AMA for their event known as AMA 426. These rules can be found on the [AMA](#) website;
 - b. Exceptions to the AMA 426 rules:
 - 1) MAAC RC pylon racing recognizes both the Nelson .40 short stroke Quickie 500 pylon racing engine and the Nelson .40 long stroke Quickie 500 pylon racing engine as engines legal for this event; and
 - 2) When using either of these engines, the engine must be fitted with the stock Nelson expansion chamber muffler without inner tuned pipe. The outer expansion chamber must measure 130mm in length from the end of the exhaust outlet to the point where the expansion chamber meets the cast header.
- 3.2 Event Rules for Quarter 40:** For the Q40 event, MAAC shall follow the rules published by the AMA for their event known as AMA 422. These rules can be found on the [AMA](#) website.
- 3.3 Event Rules for Electric Formula One:** For the E-F1 500 event, MAAC shall follow the rules published by the NMPRA. These rules can be found on the [NMPRA](#) website.



- 4.0 Safety Requirements:** Consideration of safety for spectators, contest personnel and other contestants is of the utmost importance in RC pylon racing. MAAC members shall as a minimum, follow the applicable MAAC Safety Documents outlined in [MSD 2](#) - MAAC Safety Document Retrieval Key, (RC Pylon Category) in addition to RC pylon racing safety rules published by the AMA. These safety rules can be found on the AMA [website](#).
- 5.0 All Other Rules, Procedures, Interpretations:** Notwithstanding those above, all other rules, procedures, and interpretations regarding RC pylon racing shall be governed and decided by the Contest Director. The Contest Director must refer to [MSD 2](#) RC Pylon requirements and the AMA rules of RC pylon racing and use his/her best judgment and common sense when making a ruling.
- 5.1 Use of Helmets:** MAAC requires every person going onto the race course or between the designated sideline and the racecourse; to properly wear a helmet approved by CSA, CPSC, OSHA, DOT, ANSI, SNELL, NOCSAE or other recognized organization that certifies safety equipment.
- 5.2 Mid-air Collisions during a Race:** If a collision occurs between two or more models at any time after the launch of the aircraft, either in the air or on the ground, all models involved in the collision will be required to land immediately. All competitors involved in the collision will be awarded one point for that heat.
- 5.3 Handling of Re-Flies:**
- a. Whenever a clear-cut decision as to the outcome of the heat cannot be made due to a failure of the lighting/judging/scoring system including course worker error, that precludes the Starter from determining the outcome of the heat, the heat shall be declared void and rescheduled for another attempt (“re-fly”). The re-fly shall be held at the earliest convenience of the pilots and officials, preferably by the end of the round during which the void heat was originally scheduled;
 - b. All pilots who were originally scheduled to fly in the void heat and were at the starting line with their plane, were “*ready to fly*”, shall be called up again for a re-fly. None of the prior scores or results from the void heat shall carry over.
 - c. The following circumstances encountered by a pilot in a heat are normally grounds for ineligibility to participate in a re-fly:
 - 1) Unsuccessful takeoff launch,
 - 2) Voluntarily pulling out of the heat due to radio malfunction or mid-air collision,
 - 3) Crash during the race, and
 - 4) Obtaining a double cut condition during the race not related to the cause for re-fly;

d. The above situations are not all encompassing. A particular heat can be unique and complex by its circumstances. For this reason, the Starter and/or Contest Director (CD) shall make the final determination as to eligibility to participate in the re-fly based on the guidelines above.

4.4 Definition of Ready to Fly: Pilots have a maximum of one (1) minute to start their engines and prepare for takeoff. Once the starting period has elapsed, any pilot who is not prepared for takeoff (defined as: facing pylon #1 with both hands on the transmitter and engine running) is disqualified from the heat and shall not be allowed to fly or run his/her engine in the course. In addition, this pilot will not be granted a “re-fly” should the original heat be declared void.

6.0 All Other Rules, Procedures, Interpretations: Notwithstanding those above, all other rules, procedures and interpretations regarding RC pylon racing shall be governed and decided by the Contest Director. The Contest Director should refer to the AMA rules of RC pylon racing and use his best judgment and common sense when making a ruling.

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