



## Right Hand Circuit

This has been changed for a number of reasons.

**Number 1** is safety.

**Number 2** is to reduce the number of pylon officials required to conduct the meeting.

**Number 3** has to do with Area Approvals. It ensures aircraft remain within the property boundary.

### Fly Neighbourly

To reduce the noise footprint aircraft are to circle in the milling area at or below half throttle until the start of the thirty second count down timer.

# National Air Races Rules and Standards

## THE COURSE

Pylon 1 is adjacent the pilot area for pilots to judge the right hand turn away from themselves. Makes for a better spectacle too.

The 310 metre back straight towards Pylon 2 is angled away to increase horizontal separation as aeroplanes exit Pylon 3 and navigate towards Pylon 1.

Distance between Pylon 2 to Pylon 3 is 60 metres. Two bites at rounding both corners reduces the need for another very tight turn at Number 1. The 275 metre main straight runs parallel to the runway.

Competitors can use technology such as gyros\*, second person view cameras and GPS telemetry to assist. You can have your own flag waver at Pylon 2 or use UHF radio. MAAA MOPs state mobile phones cannot be used at the flight line.

### Scoring System (to be confirmed)

**Heats are 300 points**

**Finals are first past the post**

First past the post racing is far more exciting than deducting individual heat times from 300 Points.

Round 1,2,3	Saturday-Racing Starts	12.00
Round 4,5,6	Sunday-Racing Starts	09.30
Finals	Sunday	14.00

## FORMULA 1

Seagull Nemesis or Cassutt ARF  
Engine spark ignition petrol  
Maximum Capacity 62 cc petrol engine  
Commercially available fixed pitch prop  
Battery Pack 1700 mAh minimum  
Minimum servo torque rating 6.5kg/cm.\*

## FORMULA 2

Seagull Nemesis ARF  
Engine spark ignition petrol  
Maximum Capacity 35 cc petrol engine  
Battery Pack 1700 mAh minimum  
Commercially available fixed pitch prop  
Minimum servo torque rating 3.5kg/cm\*  
Maximum static engine RPM 9000.

## FORMULA E

Seagull Nemesis  
Battery - 10S LiPo  
RX Battery Pack 1700 mAh minimum  
Minimum servo torque rating 6.5kg/cm.\*

## AT-6 TEXAN

20cc WW11 Fighter Trainer  
Engine glo ignition methanol nitro  
Maximum Capacity 20 cc  
Battery Pack 1700 mAh minimum  
Minimum servo torque rating 3.5 kg/cm\*  
APC 15x10 control prop  
GloMax 2 stroke 10% nitro fuel supplied  
Type must have retractable undercarriage  
Fuel supplied GloMax Aircraft 10% nitro.

## GOLDEN ERA

Original Adelaide rules apply  
3lb per 10cc power loading has been discarded.

Battery Pack 1700 mAh minimum  
Minimum servo torque rating 6.5kg/cm\*  
\* minimum torque rating each control surface.

## FLYING STANDARD

MAAA Gold Wings is the minimum standard.

F1 & Golden Era competitors must be able to safely navigate the race course below 100 feet agl.

F2, F3, Texan competitors are expected to be able to safely navigate the race course not above 200 feet agl.

## RADIO STANDARD

2.4 GHz with Australian C Tick or RCM Label. Receiver must be the same brand as the transmitter.  
MOP 058/3.5 - Non ACMA compliant radio gear not accepted.

## FAILSAFE SETTINGS\*

Ignition off - Throttle closed - Engine must stop  
Elevator - Neutral  
Aileron and Rudder approx 3-5mm to the right

Undercarriage and Flap - Pilot's Choice  
\* **Daily Check.** Engine start on first heat at flight line.

## Failsafe Check Failure

AEROPLANE GROUNDED

\*Closed Event

Failsafe test available before next flight.

\*Public Event

AEROPLANE GROUNDED

Failsafe test available at the end of the display when the public have left

\*Gyro equipped aircraft required to demonstrate a full throttle 45 degree dive.

To get this scene going again and honour our Father, who put his money where his mouth was, numerous times, the Green Family is supporting the National Air Races June 13-14th 2026.

Building has given way to almost ready to fly and reflecting Dad's ability to foresee and adopt new technology, the changes overleaf are to designed attract younger people and kick start the potential of air racing we saw way back in 1997.

Racing ARF's risky? Nope. Before promoting the concept I reviewed Seagull Models Cassutt TYexan and Nemesis products in RCM News magazine with repeated full throttle dives, from altitude, into a tight pylon turn.

Elapsed time converted to seconds then deducted from 200 points has been the traditional scoring system for FAI Pylon. Scale Air Racing uses a 300 points system. Racing against the clock rewards you for not getting involved in a close duel. Experienced FAI pylon racers know this. There is a better way.

The race that got myself and my Dad fired up about the potential for scale air racing was the final of the inaugural 1997 Adelaide Golden Era. Bruce DeChastel just had to finish the heat with no



### Formula 1

cuts and he had the event in the bag. Not so for Dad, Peter Goldsmith and myself who all had a chance to make the podium. We slugged it out for ten laps. Man was that a race. A fabulous spectacle too.

Jeremy Randle, with engine 5cc less than the rest, did the same as Bruce DeChastel and took out the \$1,000 1st prize at Sandown in 2015. Half the crowd were aeromodellers who came to see Australia's top competitors and models. Consistent crosswind gusting to 35 kph all day, operating off a race track in between Armco railing, in front of 2,000 spectators in the grandstand. A well executed landing was applauded by the aeromodeling fraternity. The bumpy more exciting ones were cheered on by the rest.

In 2016 Neil Addicott came in first in a Winner take all Five Plane Final. Five planes racing is so much more fun than four. I would have loved to race in that. Sounds dangerous? Nope. I trialled that

[www.speedweekend.melbourne](http://www.speedweekend.melbourne)



### Formula 2



### AT-6 Texan

concept with 60cc warbirds at Cobram in 2012. I tell you who really loved it. The crowd who paid to watch. At Cobram we charged ten bucks a head children free and the club netted ten grand profit. From a two day competition. Yep. A two day competition. The previous year made seven grand. Nett. When I presented the idea at a club meeting in 2010, nay sayers thought \$10 per adult was too much. I was not interested at \$5 and I told them to find someone else to run it. Turned I was right. A tenner wasn't too much.

Four decades ago I was the Doncaster Aeromodellers Club Rep at VMAA meetings. Clubs used to promote themselves with RC airshows. Donating funds to



### Formula E



### Golden Era

charities was the norm. National and State competitions attracted higher numbers than they do now and it seems putting out the hand for hard earned VMAA / MAAA monies and doing precious little by way of promotion is the status quo.

It goes against the grain for me not to invite the public but that has been pencilled in for 2026. Two hundred cars over two days is easily achievable and would not impact the grounds. Been there done that. At \$20 per car this would provide a meaningful budget put back into the event and donate some coin to Mum's favourite charity. Stephen Green. 0418 662 557.