



SOUTH AFRICAN POWER FLYING ASSOCIATION

**PRESIDENTS TROPHY
AIR RACE**



PRESIDENT'S TROPHY AIR RACE

RULES AND REGULATIONS

Revision 14
March 2023



**AERO CLUB
SOUTH AFRICA**



**FEDERATION AERONAUTIQUE
INTERNATIONALE**

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Amendments

Date	Revision	Change
2014	10	2014 Edition of the Rules
28 Dec 2018	11	Rules & Regulations re-written to incorporate a revised racing format of additional course legs, amendment to penalty system, with further simplification of paragraphs.
30 April 2021	12	<p>2.9 – Additional crew-member will require new handicap / flight test</p> <p>2.12 – Changed Sealing or disabling of aircraft systems will be done at the discretion of Avionic technical experts and the aircraft owner</p> <p>3.7 Added minimum crossing height of the turn point feature reference on the photo</p> <p>4.14 – updated blanking/disablement of GPS / Autopilots to be done if agreed to by competitor, if not desired or possible, in-cockpit go-pro footage to be provided by the competitor for review by officials should there be a query. Allowance of GPS track made good devices allowable.</p> <p>5.10 – Added Go-pro / blackbox review by Competition Director</p> <p>6.6 – Added Go-pro / blackbox review by Jury</p> <p>7.1 – Added Autopilot use of heading accuracy of 3Deg penalty – 360s</p> <p>7.1 – Added Turning too high / low over a turnpoint</p> <p style="padding-left: 40px;"><200 feet at Finish Point – Exclusion</p> <p style="padding-left: 40px;"><100 feet – Exclusion</p> <p style="padding-left: 40px;">100-200 feet – 30 seconds</p> <p>9.4 Day 2 start order – slowest to fastest at handicap speed</p> <p>9.11 Added the final result to reflect a combination handicap & accuracy</p> <p>9.12 PTAR winner is a combination of Day 1 & Day 2</p>

31 January 2022	13	<p>3.19 – Headings in degrees magnetic added, heading references to the nearest 5 degrees.</p> <p>4.8 – Added Transponder</p> <p>7.1 – Added the Speed Bust penalty of 1.75%</p> <p>7.3 – Added pull-up /push down penalty at TP</p> <p>8.5 – Added reference to in-cockpit camera requirements for those competitors wishing to operate with throttle stops</p> <p>9.4 – Race Day 2 start times are determined with the handicap gain/loss race result from Day 1 being applied.</p> <p>9.5 – Added final position variation based on aircraft spacing requirements</p> <p>9.12 Added 9.12 with ranking and final positional scores being performance based per category of handicap & accuracy</p> <p>9.13 Overall winner is a combined score based on performance for both days</p>
11 March 2023	14	<p>7.4 Added exclusion criteria for missing 40% or more of the course Check Points.</p> <p>9.11 Dropped the Handicap and accuracy metrics, with the winner based on the biggest handicap gain/smallest handicap loss based on time around the course</p> <p>9.12 Amended the overall winner criteria</p>

1 INTRODUCTION

The PRESIDENT'S TROPHY AIR RACE is a handicap event held annually over two days nominally in the Month of May.

Air Racing is aimed to improve fundamental flying skills to enable a team of two to navigate and handle their aircraft under Visual Meteorological Conditions (VMC) as independent of technical subsystems as possible. This overall aim of Air Racing Flying is achieved by:

- emphasizing the ability to navigate a given route using basic equipment
- emphasizing the ability to follow a precise track

The Race is organized and controlled by the SOUTH AFRICAN POWER FLYING ASSOCIATION (SAPFA) and is officially sanctioned by the FEDERATION AERONAUTIQUE INTERNATIONALE (FAI) as a WORLD CLASS 1 event.

The event will be organized and executed in accordance with the valid sporting code of the FAI, these Rules and Regulations and the Supplementary Rules and Regulations for the specific year's event.

2 GENERAL RULES

- 2.1. The event is a handicap race for aircraft in GROUP 1 of the FAI sporting code, subject to the aircraft holding a Certificate of Airworthiness or acceptable permit to fly allowing sustained flight at maximum level speed at full throttle.
 - a. GROUP 1 aircraft are aircraft powered by one or more piston-engine power plants.
 - b. The maximum take-off weight must be less than 12 500 kg.
- 2.2. Official competition time will be local time or UTC. A master clock, showing GPS time, will be available for competitors to set their timing.
- 2.3. The competition will be held in VFR conditions as defined by ICAO.
- 2.4. The competition may be postponed, modified in its course (part or complete), partially or completely cancelled due to weather conditions or any force majeure at the discretion of the Competition Director. Should the basic setup of the Race be changed, a Schedule of Procedure will be posted on the Official Notice Board.
- 2.5. The Pilot in Command must be a member of the South African Power Flying Association, hold a valid National, Private Pilot's licence, or higher licence and have a valid FAI Competitor's licence, and will be the only holder of the entry (entry holder).
- 2.6. The Navigator must be a member of the South African Power Flying Association and hold a valid FAI Competitor's Licence, and must be at least 16 years old.

- 2.7. The Pilot in Command will have not less than 100 hours in Command. If the Navigator is not a PPL holder, the Pilot in Command must have not less than 200 hours in command.
- 2.8. No change may be made during the event to the nominated position of Pilot and Navigator.
- 2.9. For handicapping purposes, aircraft with two or more seats will have two crewmembers taken into account for the calculation of racing trim. In the event that more than two crewmembers are carried, a handicap will need to be determined for additional crewmembers by means of a flight test.
- 2.10. The maximum number of aircraft allowed to participate in the competition is at the discretion of the Competition Director. All entries will be accepted on a "FIRST COME FIRST SERVED" basis. Special recognition and opportunity for entries may be given to previous race winners, those who have completed more than 10 races and international entries. This is at the discretion of the Race Committee/Competition Director.
- 2.11. It is a condition of entry and of participation in the event that all crew are present at all briefings.
- 2.12. The use of electronic flight aids is not allowed, any on-board systems are to be disabled and/or sealed. Scrutineering will be carried out and portable devices to be sealed in a sealable bag, or removed from the aircraft. Sealing or disabling of aircraft systems will be done at the discretion of Avionic technical experts and the aircraft owner, EFIS based moving maps to be blanked off, except magnetic track indication. Approved GPS equipment (no moving maps), are Garmin 3, 296, D3 pocket panel or equivalent.
- 2.13. The Competition Director will be appointed by the South African Power Flying Association and is responsible for the organisation of the event. The Competition Director will hear any protests related to handicaps and applied penalties. A Jury will adjudicate any formal protests lodged.
- 2.14. The Competition Director will co-ordinate the organisation and selection of Working Groups, a Treasurer, Race Secretary, Chief Marshal, Chief Ground Marshal, Safety Officer, Technical Officer, PRO Officer and Liaison Officer (for ground arrangements).
- 2.15. The Competition Director will appoint a Race Secretary who is nominally be responsible for:
 - a. Checking the validity of all entries,
 - b. Maintaining the official Notice Board,
 - c. Sending all necessary documentation to officials before, during and after competition,
 - d. Advising the Race Director of any changes to entries or entry forms,
 - e. Assisting the Race Director with any admin if necessary.

2.16. Entries:

- a. Entry fees will be published prior the event.
- b. Entry forms and copies of the Rules and Regulations are available from the South African Power Flying Association website (www.sapfa.co.za). The Entry Form is to be completed and submitted to the South African Power Flying Association electronically via the website.
- c. All entry forms must reach the Race Director before the entry date stipulated on the website. If there are vacancies late entries may be accepted at the sole discretion of the Competition Director, and will be subject to a late entry fee.
- d. The Entry holder (Pilot in command) is solely responsible for the accuracy and completeness of the entry form, and is only regarded as accepted when the prescribed form is received in its completed form together with the required entry fees.
- e. A declaration/undertaking and indemnity must be signed by the entrants and all crew at the time of registration, for the entry to be declared valid and participation to take place.
- f. Entry fees are not refundable but should a justified reason be given for withdrawal, the Race Director may, at his discretion, refund up to 75% of the entry fee. Fees will not be refunded after the aircraft and crew have checked in at the Race Registration Desk on the day prior to the start of the Race. Entry fees will not be refunded to any competitor or crew who is disqualified for any reason.
- g. In the case of complete cancellation of the event (Excluding Postponement) the Competition Director may direct a refund of up to 50% of the entry fee.
- h. Accommodation cost, transport, meals and banquet costs may or may not be included in the entry fee.
- i. Check-in time will be 12h00 local time on the day prior to Race Day 1 or any other day or time specified in the Supplementary Rules. Aircraft and crews not checked in by the published check-in time will be regarded as having withdrawn. Re-acceptance will be at the discretion of the Competition Director.
- j. Entries must be accepted by the Competition Director before they are regarded as valid. The South African Power Flying Association reserves the right to reject any entry and to disqualify or bar any individual from the event. This rejection/disqualification may be based on, but is not limited to:
 - i. Violation of these regulations;
 - ii. Unsportsmanlike conduct;
 - iii. Non- payment of any fees relating to SAPFA and/or the race;
 - iv. Providing false information on the race entry form.

Entrants disqualified from the event will be removed from the race results and may be barred from future races and other SAPFA events.

- k. Any deviation or change to the accepted entry when registering must be brought to the attention of the Competition Director.

2.17. Supplementary Rules will be promulgated for each specific event and will be read as part of these standard format Rules and Regulations. A Supplementary Rule published supersedes any other contradicting Rule for the term of that specific event.

3 COMPETITION DETAILS

- 3.1. The route will normally consist of two set courses of approximately 250 nautical miles flown by all competitors on consecutive days, which will consist of a minimum of 8 legs and a maximum of 11 legs.
- 3.2. The Scoring/Handicap Committee will publish a list of all participating aircraft with their respective handicap speeds and a list of take-off times and starting sequence for both race days.
- 3.3. Competitor's aircraft will be parked in the designated open parking area with all the other race aircraft from the time they are checked in to enable the Technical Scrutineers and Race Officials to inspect and check the aircraft. These aircraft may not be taxied or moved without the permission of the Competition Director or delegated Race Officials.
- 3.4. Competitors are to ensure that they are available at the starting line and ready for take-off at least 5 minutes before take-off. Engine start should be 10min before take-off. If longer time is required by the Organisers at a specific event this will be notified at the briefing.
- 3.5. Between a minimum of 20 minutes and a maximum of 60 minutes before take-off a competition envelope, containing all information and instructions for the execution of the flight, will be handed over to the crew. A GPS logger will also be provided, this device is to be placed on the aircraft's glareshield.
- 3.6. Each crew will be provided with charts, not necessarily aeronautical, with a scale of 1:250 000 or as indicated in the Supplementary Rules.
- 3.7. Crews will be provided with sheets of checkpoint photographs that will show the Turn-Point (TP) feature taken in the line of flight at around 1000 ft in altitude taken at around 1 nm from the TP in Google Earth format. The TP photos will also show the altitude + minimum crossing height of the TP feature.
- 3.8. For this level of competition a map will be given to each crew with the Start Point (SP), Check-Points (CP) / Turn-Points (TP), Finish Point (FP) and Route with approximate magnetic headings per route leg printed on the map. The Competition airfield will also be clearly marked. The SP will be a line across the runway. Crews may also be required to prepare their route on a map provided, and a list of instructions to determine the Check-Points.
- 3.9. All CP's will be exact points on the ground and on the map. CP's must be visible from at least 1.5 nm on inbound track. There will be major CP's and minor CPs, major CPs are those that are the primary Turn-Points in the region of an angle 90 degrees, and minor CPs are those that are secondary Turn-Points emulating a kink or chicane in the route.
- 3.10. All CP's are to be flown around the outside, cutting corners will attract time penalties.

- 3.11. GPS time will be used during the competition. Times (hh:mm:ss), may be given in local time or UTC time. The take-off time will be taken at a clearly announced T/O time gate.
- 3.12. Heights and altitudes crossing CPs or finish lines will be detailed in briefings, but will not be below 200 feet AGL and not above 1000 feet AGL. CPs in this case are all the TPs (primary) Turn-Points, and the minor (secondary) Turn-Points.
- 3.13. Check-Point, Turn-Point and Finish Line phases will be started 3 nm from the designated point. Aircraft may not enter this phase with an inbound track variance or more than 45 degrees on either side of track, i.e. Aircraft approaching from the wrong direction must circle away from the track at least 3 nm out and approach from the correct direction. Once an aircraft has entered the above phases it may not make any sharp variations in direction or altitude until it has passed the designated point.
- 3.14. Once an aircraft has passed the designated point a sharp lookout must be kept before turning onto the new heading. Altitude must be changed gradually - NO PULL-UPS.
- 3.15. Aircraft passing the finish line, shall, unless specifically given a procedural change during the briefing, continue on the same heading and at the same altitude for a distance of at least one (1) nautical mile before ANY change in heading or altitude.
- 3.16. Check-Points and Turning-Points will be established and manned from 15 minutes before the first aircraft is scheduled to pass until 30 minutes after the last aircraft is scheduled to pass. Only Major Check-Points will be manned, and if practical minor check points.
- 3.17. The first ten aircraft over the finish line on day two must proceed directly to the area designated as "parc ferme". No items may be removed from the aircraft and access to the aircraft will be restricted to marshals and officials only.
- 3.18. These aircraft will be scrutinized by the marshals and must remain in the "parc ferme" until they are released by the Competition Director.
- 3.19. Unless otherwise stated all distances will be in Nautical Miles, speeds in Knots, heights in Feet AGL, altitude in Feet AMSL, and winds (except take-off winds) in Degrees True, headings in degrees magnetic. All coefficients and percentage data will be rounded to the first decimal place with figures from 0,5 to 0,9 rounded up and figures from 0,1 to 0,4 rounded down. Headings will be given to the nearest 5 Degrees.

4 AIRCRAFT

- 4.1. Aircraft eligible for the competition are piston engine aircraft and propeller turbine engine aircraft at the discretion of the organiser. The event is for Standard Production, as well as Amateur built aircraft.
- 4.2. Each entrant is to provide a copy of the Performance Schedule of his aircraft to the Competition Director should it be requested, as well as Aircraft Logbooks and any proof of legal modifications by an AP or AMO, should these be required for further technical assessment.
- 4.3. A modified aircraft is any aircraft with any modification, (i.e...engine blueprinting, propeller changes ...) or accessories (i.e. ...Speed kits, gap seals ...), which may have been carried out:
 - a. These modifications and accessories must be approved by Civil Aviation Authorities, must not hinder or limit the normal operation of the aircraft.
 - b. Modification, or changes to any modifications/accessories, must be brought to the attention of the organisers and noted on the entry form.
- 4.4. The same aircraft, power plants, propellers will be used throughout the event. Running repairs may be carried out during the event provided that they are officially recorded and reported to the Competition Director. The Competition Director has the right to take any further action as he deems fit.
- 4.5. Substitution of parts of the aircraft is forbidden, with the following exceptions:
 - a. Normal consumable items of the landing gear.
 - b. Items of the ignition and fuel systems and their accessories.
 - c. Parts of the electric system and of the radio communication systems.
 - d. Small repairs are allowed, as approved on a case by case basis by the Technical Officer or Competition Director
 - e. Time delays for any repairs and running repairs carried out will be taken into account under discretion of the Competition Director
- 4.6. Aircraft entered must be able to maintain a minimum 3D speed of 100 knots in level flight at sea level. This is the lowest 3D speed that may be accepted by the Handicap Committee.
- 4.7. Aircraft entered must have an endurance that is sufficient for the aircraft to cover at least 400 nautical miles plus reserves at sustained full throttle operation.
- 4.8. All aircraft must be fitted with a serviceable communication radio and transponder.
- 4.9. Each aircraft involved in the competition (competition aircraft and support aircraft) must be insured against 3rd party liability claims. A certificate of insurance in English shall be made available to the Organizer on request.
- 4.10. Aircraft will be parked in the open in the sequence as designated by the Competition Director.

- 4.11. The Technical Officer of the Handicap Committee has the right to have any aircraft inspected or test flown and can assign competition parameters (speeds) to the aircraft which are not listed in the aircraft's manuals. This will include the removal of any external devices, or removal of components to reduce the aircraft mass.
- 4.12. Unless the aircraft is test flown prior to the race under these conditions, removal of steps, aerals (except HF), seats or any normal operating equipment from the aircraft in order to lower the aircraft's weight or increase its speed, is not allowed, this includes taping closed of air vents or any part of the aircraft.
- 4.13. Each aircraft will carry all documents required by the Civil Aviation Regulations and amendments which are in force at the time.
- 4.14. This is a no (non-approved) GPS and auto-pilot event, blanking will be done at the discretion of the owner and an Avionics expert who can provide a blanking service, it is required that competitors fly and navigate by map reference only. This remains the responsibility of the competitor, measures such as in-cockpit go-pro are be used to govern compliance if blanking/disablement of affected systems are not done or possible, event results will be reviewed. Track made good devices are approved for heading reference only. The Avionics expert (scrutineer) can advise on approved GPS allowances (Approved GPS equipment - no moving maps, are Garmin 3, 296, D3 pocket panel or equivalent.). Sealing or disabling of aircraft systems will be done at the discretion of Avionic technical experts and the aircraft owner, EFIS based moving maps to be blanked off, except magnetic track indication.
- 4.15. All fuel tanks, must be filled before the start of the event and may be checked by Race Officials before take-off. This requirement will also apply to test flights for handicapping purposes. The tanks to be filled, are those that form part of achieving the POH MTOM. Auxiliary or extended range tanks are exempt if filling them exceeds MTOM in a standard aircraft flight configuration. This requirement will also apply to test flights for handicapping purposes.
- 4.16. Every aircraft must have its Race Number and the main event Sponsor's decal prominently displayed on either side of the fuselage. The Race Director reserves the right to allocate race numbers. Requests for special or specific numbers will be entertained if possible, provided the number requested has not already been allocated.
- 4.17. Secondary Sponsor's decals may be displayed providing they do not obscure either the numbers or the main Sponsor's decals. The full details of any Secondary Sponsor and the details of decals, etc. should be communicated to the Race Director with the entry form or by email.
- 4.18. Fuel (AVGAS 100) and oil, etc. will be available and must be paid for by each competitor.

5 SCORING / HANDICAP COMMITTEE

- 5.1. The Chief Scorer / Handicapper will be selected by the South African Power Flying Association and, in the discharge of his duties will not incur any responsibility except to the South African Power Flying Association.
- 5.2. The Chief Scorer / Handicapper will select a team to assist him with the Handicapping, Time Controlling, Tabulating and Computing. There must be sufficient people on the team to ensure the expedient release of all handicaps and results.
- 5.3. Each aircraft will be handicapped by the Scoring/Handicap Committee who will take into account some or all of the following:
 - a. Aircraft Manufacturer's Specifications;
 - b. Race Trim and All Up Weight;
 - c. Previous Race Performance of type and specific aircraft;
 - d. Flight Test Results.
 - e. The course layout, distance and altitude
- 5.4. The Chief Scorer / Handicapper and his team will work in conjunction with the Competition Director and Jury relating to matters of handicapping and starting order, collectively known as the Handicap Committee.
- 5.5. The Chief Scorer / Handicapper will make the necessary information available to the Competition Director and / or the Jury to discuss any protest. The Jury's decision is final.
- 5.6. In determining handicap speeds the Handicap Committee must at all times take only the previous and present performance of the aircraft, as well as Test Flight data (where test results are available) into account and not the performance of the crew, whether by reputation or by previous performance.
- 5.7. The Handicap Committee may alter or revise any published handicap speed only after discussion and acceptance of the affected competitor, which may or may not result in a test flight, or re-test flight.
- 5.8. The Handicap Committee will publish any agreed handicap amendments prior to the publishing of the start times for Day 2 of the race.
- 5.9. Any amendments to the handicaps after the start of Day 2 will only be made if the Jury has good reason to believe that the amendment is necessary to preserve the integrity of the Race, and is discussed with the affected competitor and / or request a post event flight test flight to re-confirm a baseline speed.
- 5.10. Go-Pro or Video Footage as well as any EFIS BlackBox Downloads will be requested by the Competition Director to make a final decision, in the event that this cannot be provided will enforce the penalty.

6 JURY

- 6.1. Any protest related to handicapping, decisions, penalties will be referred to the Jury.
- 6.2. The Jury, which will consist of three members, will be appointed by The South African Power Flying Association.
- 6.3. The duty of the Jury is determined by the FAI Sporting Code, these Regulations and any Supplementary Regulations and, in the discharge of their duties do not incur any responsibility except to the South African Power Flying Association
- 6.4. It is the primary function of the Jury to adjudicate properly prepared protests when presented to them as per paragraph 6.6 and may:
 - a. Call for any papers, times, handicaps, officials or entrants which might be needed for a decision
 - b. Impose any penalties, provided for in terms of these Rules and any Supplementary Rules for the event
- 6.5. In addition to this the Jury will have the power to:
 - a. Make partial or total changes in the competition due to sporting, weather, safety or security circumstances, or upon request and proposal from the Race Director.
 - b. Verify and/or change technical requirements, handicaps, times and penalties.
- 6.6. Go-Pro or Video Footage as well as any EFIS Blackbox Downloads will be requested by the jury to make a final decision, in the event that this cannot be provided will enforce the penalty.
- 6.7. The jury's decision is final on not subject to any further appeal

7 PENALTIES and PROTESTS

- 7.1. Penalties that may be applied will include either be time added to the competitor or, in the worst case, exclusion. The prescribed penalties are:

Turning inside a turn-point at up to 1 nm	- 30 seconds
Turning inside a turn-point at more than a 1 nm	- 360 seconds
Turning outside a turn-point at more than 3 nm	- 60 seconds
Approaching a turn-point opposing the 3nm 45 degree cone	- 360 seconds
Exceeding set 3D speed by nominal 1.75%	- 360 seconds
Use of Auto Pilot showing a 3 deg heading accuracy	- 360 seconds
Turning too high/low over a turning point	
<200 feet at Finish Point	- Exclusion
<100 feet	- Exclusion
100-200 feet	- 30 seconds
1000-1500 feet	- 30 seconds
1501-2000 feet	- 120 seconds
>2000 feet	- 360 seconds

- 7.2. Minimum time penalty given will be 30 seconds per infringement. Maximum time penalty will be 360 seconds per infringement.
- 7.3. Any activity/ flying that is deemed to be dangerous, (i.e. pull ups, aerobatic manoeuvres, diving inside on turns etc...), and a risk to the competitor himself, other competitors or anyone else, may lead to the exclusion. A pull up, push down manoeuvre of more than 200 ft at a distance of 0.5 nm from each side of the Turn-point will attract a 360 second penalty.
- 7.4. A competitor that misses 40% or more of the Check-Points on the course will be excluded from the results.
- 7.5. A Competitor may be excluded for any unsporting or dangerous behaviour, deliberate attempts to deceive or mislead officials, wilful interference with other competitors, verbal abuse of any official or other competitor, falsification of documents, violations of airspace, or any infringements of the rules, regulations or supplementary regulations.
- 7.6. A competitor may lodge a protest with the Competition Director regarding his own time, penalties, decisions or determinations.
- 7.7. A protest is a written request made to the Competition Director, by a competitor who may consider himself aggrieved by any decision, act or omission of an organiser or race official:
 - a. The protest must be presented within one (1) hour from the time that the decision, act or omission is published or the controversy has arisen.
 - b. The Entry Holder is the only person who has the right to lodge a protest or an appeal.
 - c. A competitor may not lodge a protest against another competitor.
 - d. The protest is referred to the Jury for deliberation as per paragraph 6

8 TEST FLIGHTS

- 8.1. The Competition Director may require any aircraft to be test flown. The total cost of the test flight, including fuel, oil or aircraft time, etc, will be borne by the competitor with no recourse to the Organisers.
- 8.2. The Competitor may also request a test flight.
- 8.3. The Test Flight will be conducted under supervision of an Official with a total of two persons on board in terms of the rules on such course or method as decided on by the Competition Director. All fuel tanks will be full (as per 4.15) and all luggage compartments etc. will be empty.
- 8.4. The Test Flight will be performed using an FAI/GAC approved GPS logger and as briefed by the Official in charge of test flying.
- 8.5. The Test Flight will be performed using an FAI/GAC approved GPS logger and as briefed by the Official in charge of test flying. The test flight will be flown over the course at FULL THROTTLE in all directions. A throttle limiting stop can be fitted at the discretion of the pilot, and sealed by the race director or his delegate (official). For aircraft requiring off full throttle/full pitch performance setting, test flight to be flown at the nominated setting, to be confirmed with in-cockpit mounted camera that will be made available for after flight review validation.

9 FORMAT AND FINAL RESULT

- 9.1. The Scoring/Handicap Committee will publish a list of all participating aircraft with their respective handicap speeds and a list of take-off times.
- 9.2. Start times will be calculated using the course distance and aircraft speed to enable all aircraft to finish at the nominated finish time within a start time safety margin of 10-15 seconds from each other.
- 9.3. On Race Day 1 each aircraft will be timed around the first set course with the fastest aircraft departing first.
- 9.4. On Race Day 2 start times will be in order of slowest aircraft departing first and fastest aircraft last as per 9.2 above, with the handicap gain/loss race result from Day 1 applied.
- 9.5. The aircraft final position will then be determined by their position on crossing the finish line after successfully completing both courses and after considering any time penalties and/or handicap speed adjustments and/or exclusions applied, also the final position may vary from line finish due to a staged start for spacing.
- 9.6. Provisional Results will be made available as soon as possible after Race Day 1, individually to each competitor with a debrief on the results as necessary. Any protest to be referred to the Jury, with a final result and ranking provided prior the end of the day.
- 9.7. Provisional Results for the first 5 aircraft over the line on Day 2 will be published as soon as possible after completion of the designated final set course. This is to ensure that the winner, second and third places have been correctly placed after all penalties, decisions and/or determinations have been made.
- 9.8. Provisional Results will be made available as soon as possible after Race Day 2, individually to each competitor with a debrief on the results as necessary. Any protest to be referred to the Jury.
- 9.9. The final results for all competitors will be distributed at the prize giving function.
- 9.10. The scoring results will be categorised into various categories in support of the trophies and prizes as per the trophy list, as given in the Supplementary Rules. In the case of any ties, the winning teams will share the trophies / prizes. No cash prizes are to be awarded.
- 9.11. The scoring results will consider placings in terms of handicap gain/loss over the two days. The gain/loss from the first day will carry over to day two, so the finishing positions over the line on day two will be as close as possible to the final result.
- 9.12. The PTAR Winner is the crew with (the largest time gain)/(smallest time loss) over the two days of competition.

10 ACCEPTANCE OF RULES AND REGULATIONS

- 10.1. For the purposes of interpretation of the FAI Statutes and Sporting Code the official language shall be English.
- 10.2. The Entry Holder, Navigators, Crew and all Passengers will, on registration, sign the following declaration/indemnity:

DECLARATION/UNDERTAKING/INDEMNITY TO BE SIGNED BY EVERY COMPETITOR

- a) I understand that should I, at the time of the event in which I am taking part, be suffering from any condition/disability (whether permanent or temporary) which is likely to prejudicially affect my control of my aircraft, I may not take part in the event concerned unless expressly permitted to do so by the South African Power Flying Association following the aforementioned declaration of my condition/disability. I further understand that it remains my responsibility not to participate in any event where a condition or disability suffered by me, may in any way affect my or any other persons safety.
 - b) I declare that any aircraft entered by me will comply with all regulations and specifications pertaining to the event concerned. I accept subject to my rights, of protest, that action will be taken against me as the entrant in accordance with the provisions of the regulations if my aircraft is found not to comply with the relevant regulations and specifications.
 - c) I declare that I am aware of the Rules, Regulations, Conditions and Format of the event and that I agree to abide by all Rules, Regulations, Conditions and Format as laid down.
 - d) I hereby agree to entirely indemnify and hold free of any liability, the South African Power Flying Association, the promoter, organizer, owner of the property, government, provincial or municipal body, officials, assistants, agents, servants, members or representatives concerned in the organisation, running and control of the event, whether caused before during or after any competition or practice run, against any claim whatsoever arising even though same may be contributed to or caused by the wilful act, neglect or default on the part of any official, agent, servant or representative of the South African Power Flying Association, promoter, organizer, guarantor, sponsor, owner of the property or any government, provincial or municipal body.
 - e) I further declare that they I am fully aware of the risks, dangers and perils attendant on participation in the event, which I hereby assume.
 - f) I also indemnify and agree to hold free of any liability any fellow competitor, sponsor or the donors of any prizes or any other person against any and all claims and damages arising out of the participation in the event whether caused by ascent, flight, descent or ground movement by the participant or whether caused by the participant's actions or the acts, or omissions or proceedings of any persons assembling or assembled to witness or be present at such ascent, flight, descent or ground movement.
- 10.3. All participants agree to comply, in all respects with any instructions or requests regarding the Race, or safety thereof, which may be given to them by any of the Officials appointed by the South African Power Flying Association.
- 10.4. All participants acknowledge that they are bound by the Rules as administered and interpreted by the South African Power Flying Association and agree to accept any decisions made by them or their Officials as final and binding.
- 10.5. All participants acknowledge that the event is an amateur sporting event and that they should compete in a sporting manner and their behaviour must be beyond reproach.
- 10.6. The time and place for the pilot briefings will be detailed in the Supplementary Rules or be posted on the Official Notice Board.