

Fun-Fly.
(Last Updated 12/19/2001)

The FUN-FLY prime directive is FUN.

The Fun-Fly is meant to be a way of getting together and enjoying the hobby. The club points system is used to reward those who choose to participate and as an incentive for some healthy competition. The Fun-Fly is generally designed to aid in the improvement of our aircraft handling skills. Notice I didn't say flying skills, since there are a few events where we don't actually fly.

The Fun-Fly committee tries to publish the schedule of events at the beginning of the year. They also publish a more detailed description each month of that month's Fun-Fly in the newsletter. This gives everyone a 'heads-up' and perhaps a chance to practice the event or prep a special model for a given event. The Fun-Fly committee also supplies any 'special' equipment needed for the event, such as balloons, "bombs" or beans.

Your basic Fun-Fly rules:

In general everyone is allowed three tries at an event. This is if time and conditions permit. The pilot's best score is then usually counted

In order to qualify for participation points you have to made a flight at the fun-fly. If you crashed practicing you are still awarded participation points. Is you crash before your turn in competition you were awarded the last position in your competition class. Example: If there are only four pilots in your class, you are awarded fourth place, if there are only two, you are awarded third place. If two pilots crashed and there are a total of four in the class the "crashed" pilots tied for third place and each get 10 points.

Anyone can compete in any class **above** the class he has qualified for. He cannot compete in a class below his pilot qualification level. Example: a beginner could compete in any class. A novice pilot could compete in novice, advanced or expert but he couldn't compete in beginner. The same is true of advanced and expert. In fact we added the advanced class last year just to break up the novice pilots into two classes to award more points. The Fun-Fly competition is the main reason for the pilot classifications groups. This way you compete against other pilots with you skill level and the actual event is geared for the skill level of the pilot.

The Fun-Fly can be canceled or postponed by the Fun-Fly committee due to weather or other reason. Show-up points, for attendance at the Fun-Fly, are awarded to everyone who shows up, even if the event is then canceled. Show-up points are not awarded twice. If you show up and the event is canceled you get the 10 points. You do NOT get an additional 10 points if you show up at the rescheduled event. Weathered out events are normally rescheduled for the next Sunday. If the event is weathered out again, there is no Fun-Fly for that month. Participation points are awarded if you compete in the event. If the event is postponed you don't get participation points until the event is actually held and you either 'tried or died'.

Pilots Choice Points. The Fun-Fly Committee can award 10 points per Fun-Fly to any pilot at a Fun-Fly for just about any reason. The award is given, or not, at the desecration of the committee. It is usually given to the 'hard-luck' guy of the day folks who help.

Points are awarded as follows 10 points if you attend an event, 10 additional points if you enter the event. Finish points are awarded as follows: 30 points for first, 20 points for second and 10 points for third place finish. For ties, duplicate points are awarded. Generally no points are places less than third.

Fun-Fly Types.

Balloon Break: A balloon is anchored to the ground by a long string. The pilot tries to fly his plane into the balloon and break it. The winner is the pilot who breaks the balloon the quickest. We have also tried this event with a free-floating balloon. This is the balloon is released and the pilots try to chase them down and break them.

Bean Counter: Each pilot is given a paper cup and twenty beans. The beans are placed in the cup and the pilot must fly a specified set of maneuvers and not loose the beans. The pilot who completes the maneuvers with the most beans remaining in his cup after landing is the winner. The cup can be placed anywhere on the model as long as the beans are not prevented from falling out in any way.

Beginners: Fly one circuit of the field.

Novices: One loop.

Advanced: Two loops.

Experts: Three loops.

Bomb Drop: For 'bombs' we used large steel washers with a ribbon attached. Usually a pencil or other long thin piece of wood is attached to the model and slipped the washer over it. To drop the bomb you perform a roll or hold inverted until the washer slips off. The winner is the pilot whose "bomb" lands closest to the target.

Combat: Each plane has a 20-foot paper streamer attached to it by 10 feet of string. Two or more pilots line up along one end of the field. When the signal was given they all take off at the same time. Once in the air the fight was on. The object is to cut the other guy's ribbon with your propeller. Fight time is 5 minutes after which everyone lands. Longest ribbon remaining is the winner, second longest second, etc.

Crazy 8 Sunday: Most number of maneuvers in a fixed time limit (usually 3 minutes).

Beginners: Normal figure-8's (Horizontal).

Novice: Cuban 8's

Advanced: Reverse Cuban 8's

Expert: Vertical figure 8's

Fun-Race: Each group of pilots starts with their model along a line along the downwind end of the field. Each pilot has a helper. Propellers are removed. At the gun, the pilot must put the propeller on model, start the engine and take off. First model in the air gets 5 points, second model in the air get 4, etc. Once all models are flying and the field is clear, horn is sounded and everyone must land. First model to land gets 5 points, second 4 points, etc. The total number of takeoff points combined with landing points determines the heat winner.

Fast-N-Slow: The model make two level passes across a marked distance. Both passes must be in the same direction. One pass is as fast as the plane can fly. The next pass is as slow as the

model can fly. The slow time is divided by the fast time to give a score. The highest score (speed differential) is the winner.

Ground Racing: This was usually a beginner event. A fixed course is marked on the ground. Each pilot has to taxi his plane one lap around the course. The best time is the winner. This event works best with the wings removed from the aircraft

Limbo Contest: Two 'limbo' polls are set up and the object is to fly between and below the tops of the polls. The winner is the pilot who fly's the most number of times between the polls in a fixed time-period (usually 3 minutes). The position of the polls is adjusted for each class.

Beginners: Usually a different event is scheduled for them.

Novice: 16' high and 20' wide

Advanced: 12' high and 16' wide

Expert: 8' high and 10' wide

Paper Airplane Contest: This one is usually held at the November meeting. There are two classes, stock and unlimited. For the stock class the Fun-Fly committee supplies each constant a single piece of paper nothing else could be added. For the unlimited class anything goes as long as it's a paper airplane. Awards are for longest flight (distance), longest flight (timed) in stock and unlimited, and largest, smallest and most unusual aircraft.

Pattern Contest: Each pilot class had a specific set of aerobatic maneuvers to perform. Each pilot class has a different set of maneuvers. The maneuvers have to be flown in order and without any additions or subtractions. No time limit is specified but the pattern usually begins with takeoff and ends at landing. Judges score each maneuver on a scale, from 1 - 10, on how well the maneuver was done. An additional score of 1-10 points is awarded for the over all presentation. The points for each maneuver are totaled along with the performance points by each judge. These total are then averaged to determine the winning score in each class. . .

Poker Sunday: Each maneuver is given a playing card value per the chart. The pilot gets to pick his hand of seven cards. But he needs to fly a maneuver in order to get the card associated with that maneuver. The pilot can only pick a maximum of 4 of the same cards. The hand is kept secret from other pilots in his class. First everyone in a class picks their cards then everyone fly's. Three minute time limit on maneuvers. Clock starts with first maneuver. Only maneuvers completed within time limit count. Best five-card hand is the winner. Cards 6 and 7 are optional and only used to break ties. The tiebreaker goes highest pair, any pair then highest card. All cards are the same suit. This makes a "Straight-Flush" is the highest type of hand.

Pylon Racing: There are two competition classes per pilot group, "Under .46" and ".46 and over" with an additional Unlimited class for non-stock muffler engines in all be the beginner class. Races are usually five laps around the pylons. Pylons are spaced about 200 yards apart. All classes, except beginner, have to actually go around the pylon. Beginners may simply pass the pylon before turning around. The race begins with a flying start with all planes in the air. Once everyone is airborne, a 10 second warning signal was given. At this point pilots head towards the start finish line. 10 seconds after the warning the start signal is then given. Any plane crossing the line before the start signal must go around and pass the start-finish line again,

usually by performing a loop. Each pilot has a helper to count laps and notify the judges when the laps are completed

Speed Day: This event was to see who model was the fastest. Planes and pilots are grouped as in the Pylon Racing event. Then a fixed distance was measured along the length of the field, usually 100 yards. A spotter is placed at each of the marks. As the model fly's past, the spotter raises his hand and the timer starts the clock. When the model passes the second spotter he too raises his hand and the timer stops the clock. Two passes are made for each heat. One pass from East to West and second pass from West to East. The times are combined and the best total time wins. Points are usually awarded for the fastest and slowest single pass too.

Spot Landings: A 'spot' is marked on the field. Pilot who lands closest to the spot is the winner. The distance is measured from closest point of aircraft to point. Pilot cannot taxi to spot. We tried this one two ways. One way we marked where the model first touched down. The other way we marked where the model stopped and measured from the 'spot' to the closest part of the model. With this method we placed the spot close to the edge of the field (about 5-10 feet from the weeds) so that your could not taxi up to the spot.

Whiffle Ball Spot Landings: A Whiffle ball is attached to the model using a long string (10'+). Two boxes or 'spots' are marked on the field, a small box inside of a larger one. Each pilot is allowed three passes to try and touch ONLY the ball within the box. Three points are awarded for the small box, two points for the larger box, one point for touching the ground. The pilot then performs a spot landing with the same numbers of points being awarded for where the main gear first touch. An additional bonus point is awarded for keeping the engine running after landing. This make a perfect score thirteen. Highest number of points determines the winner.