

Serpentine Centenary Air Race 2022

To be held at

SERPENTINE AIRFIELD

36°29'15.02"S 144°00'41.67"E

20th March 2022

Organised by Paul Bennet Airshows Pty Ltd

Version 1.3– 07.12.2022

RULES AND REGULATIONS

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SECTION 1 - DEFINITIONS

1.1 "COMMITTEE" & "AIR RACE COMMITTEE"

is made up of The Race chairman and his committee members.

1.2 "COMPETITOR"

includes the entrant, pilot, crew person, and where the context is appropriate, the aircraft.

1.3 "CHECK POINT"

means any V location, reporting point, or overfly point designated in the RULES or at an official briefing.

1.4 "OFFICIALS" or "OFFICIALS OF THE RACE"

for the purposes of these RULES includes the:

Air Race Committee
Chief and other Scrutineers
Chief and other Marshall's
Starters, Timekeepers, and Observers
Chief and other Refuellers

1.5 "ORGANISERS"

means the, the Air Race Committee, Paul Bennet Airshows Pty Ltd and the East Loddon Historical Society.

1.6 "THE RACE"

The Serpentine Centenary Air Race 2022

SECTION 2 – THE RACE

2.1 The Race is a one day event restricted to DH82 (Tiger Moth) aircraft.

The organisers rely on each competitor to exercise good airmanship at all times in the interest of safety, and display acceptable sportsmanship throughout the duration of the race.

2.2 The race is conducted under the Visual Flight Rules.

The actual race legs will be conducted as follows:

Departure: Serpentine Airfield | 36 29.183 S 144 00.694 E

First Way Point: Boort Airport - YBBT | 36 08.300 S 143 43.330 E

Second Way Point: Mitiamo Township – MITI | 36 12.700 S 144 13.800 E

Finish Line: Serpentine Airfield | 36 29.183 S 144 00.694 E

2.3 The Organisers reserve the right to nominate intermediate turning points or, if deemed necessary by them, alternate routes which will be announced at pre flight briefings.

SECTION 3 - MAJOR PRIZES AND AWARDS

3.1 The Race will carry prizes including as follows:

FIRST PLACE: Trophy + 1yr AvPlan Subscription

SECOND PLACE: Trophy + 1yr AvPlan Subscription

THIRD PLACE: Trophy + 1yr AvPlan Subscription

3.2 No aircraft can win more than one of the above prizes.

3.3 It is possible that additional prizes may be arranged.

3.4 Each competitor will receive a Air Race T-Shirt and commemorative medallion.

SECTION 4 – PILOT / CREW QUALIFICATIONS

4.1 Entries in the Race will only be accepted from entrants who nominate as pilot-in-command/s persons holding a RPL (Recreational Pilots License) or higher category qualification and entries will only be accepted from crews of two persons or at the discretion of the organising committee.

There is no requirements for the nominated crew-person to hold any license.

4.2 A change crew-person will be allowed up to 48 hours before the start of the race provided the Committee is notified in writing. After this time, a change of crew-person will only be allowed with the approval of the stewards.

4.3 A crew shall consist of a pilot-in-command plus a crew-person.

4.4 A change of pilot in command is not permitted for registered aircraft. A change in pilot in command requires the submission of a new registration prior the registration deadline.

4.5 The pilot-in-command nominated on the entry form will be required to produce for the scrutineers:

- A.** Their valid pilot's licence
- B.** Evidence of their FR SEA (Flight Review) and Medical Certificate
- C.** Current aircraft maintenance release
- D.** Consent forms and indemnity forms signed by the parents or Guardian of any crew-person or passenger under the age of 18 years.
- E.** Airframe and Engine log books if engine has aluminium alloy heads.
- F.** Evidence of insurance cover in accordance with the requirements of paragraph 4.6 of these rules. (See also Clause 6.8).

4.6 The evidence of insurance cover as required by Rule 4.5 shall take the following form:

An endorsement note from the aircraft's insurance company which states that its Third Party and Passenger Liability insurance (in respect of that aircraft):

- 1.** Has been extended to include the Serpentine Air Race 2022, and

2. Has been endorsed to include as the insured the organisers, Paul Bennet Airshows Pty Ltd, for their respective rights, interests and liabilities under that policy, and
3. The sum assured shall be a be a minimum sum of \$5,000,000 for Third Party and \$5,000,000 for Passenger Liability.
4. The policy must insure the entrant, crew, passengers and those persons representatives and employers against liability arising out of the participation in this race in respect of such persons and the aircraft.

ALL ENTRANTS SHOULD CONTACT THEIR OWN BROKER OR UNDERWRITER WITH WHOM THE AIRCRAFT IS NORMALLY INSURED TO ENSURE THAT THE REQUIREMENTS OF THESE RULES ARE COMPLIED WITH PRIOR TO THE COMMENCEMENT OF THE EVENT.

SECTION 5 - AIRCRAFT ELIGIBILITY

5.1 The Race is restricted to:

- (a) Tiger Moth Aircraft, powered by Gipsy Major Series I Engines with a compression ratio of not more than 5.25 to 1.
- (b) Tiger Moth Aircraft powered by Gipsy Major Series I Engines with a compression ratio greater than 5.25 to 1.

5.2 Any alterations or modifications carried out on the airframe engine or propeller other than as listed on the entry form will automatically debar the aircraft from starting in the race.

5.3 All aircraft must be in standard form in accordance with the DeHavilland 82 Overhaul Manual and during the race must carry tie down gear and wheel chocks.

However canopy aircraft will be considered eligible provided they conform in all other respects.

5.4 The combination of fuel jets fitted to the carburetor must be in accordance with the advice contained in the Gypsy Major overhaul Manual.

5.5 All rigging must be in accordance with:

- (a) The regulations of the Aviation Authority of the country of registration.
- (b) The manufacturer's rigging specifications.

5.6 Taping is not permitted and stripping of the aircraft inside or out in any way is prohibited.

5.7 Determination of the race eligibility of any specific aircraft modification or alteration may be requested from the Committee, which reserves the right to refuse participation to any aircraft not fully meeting the requirements set out in these rules and regulations. Alternatively an aircraft that doesn't meet the requirements may participate at the discretion of the committee and with a pre-agreed penalty applied.

5.8 Aircraft entered under paragraph 5.1(b) shall incur a time penalty of +5% of the total elapsed time for the race taken by that aircraft.

5.9 Aircraft fitted with long range tanks may or not use those tanks during the race. Those who elect not to utilise the aux tank must ensure it is empty prior to refuelling by pumping any remaining contents into the main tank.

5.10 Mixture Control - it is mandatory that all mixture controls be locked into rich.

SECTION 6 - CONDITIONS OF ENTRY

6.1 All applications to enter the race must be submitted on the official entry form must be received by the Air Race Committee by the registration cut off date.

6.2 Late entries may be accepted at the Air Race Committee discretion. Late entries may not receive competitors kits as some items may not be available.

6.3 Any alteration to the particulars given on the entry form must be in writing to the Committee and acceptance will be subject to the decision of the Committee.

6.4 The entrant shall agree to the placing of such identifying signage in such positions on the aircraft as the major sponsor should deem suitable.

6.5 Entry fees or part thereof will only be refunded in the event of the race being postponed or cancelled. However, where circumstances beyond the control of the competitor compel withdrawal after the closing dates the entry fee may be refunded at the discretion of the Committee.

6.6 All occupants carried in competing aircraft must sign an indemnity form indemnifying Paul Bennet Airshows and the Air Race Committee against all claims and expenses.

6.7 Persons under the age of 18 years must produce the written consent of and identification by their parent or guardian.

6.8 Evidence that insurance is valid as required by rule 4.5 must be produced for verification at the time of scrutineering or at any time during the race on the request of the Committee.

6.9 In any question regarding the acceptance of entries or the eligibility of crew or aircraft under these regulations, the decision of the Committee shall be final.

6.10 The Stewards of the race reserve the right to postpone abandon or cancel the race.

6.11 The Committee reserve the right to alter or add to these regulations and to issue supplementary regulations as they see fit.

6.12 The interpretation of these regulations or of any regulation hereinafter issued shall rest entirely with the Stewards.

6.13 The entrant shall be solely responsible to the organisers for due observance of these regulations and shall be the person with whom the Organisers shall deal with in respect thereof or in respect to any question arising out of this event.

6.14 A breach of any of the regulations governing the race will render the entrant and competitor liable to penalties or disqualification.

6.15 The competitors must comply with current Civil Aviation Orders and Regulation in force and be subject to any temporary restrictions or concessions which may have been made by the Chief Executive or his authorised officers for the time being.

6.16 There is no entry fee for competitors.

6.17 The organisers will supply fuel for the competitors aircraft, free of charge, for the race and departure from serpentine airfield only.

6.18 The officials of the race are deemed to be experts in the exercising of judgement in carrying out their duties.

SECTION 7 - FUEL PENALTY

7.1 There will be a fuel penalty based on the average fuel consumption during the race.

7.2 The penalty shall be calculated as follows:

- (a)** Competitors using less than 33.0 litres per hour no penalty.
- (b)** Competitors using 33.0 and 34.1 litres per hour will receive a **2 minute penalty**.
- (c)** Competitors using more than 34.1 but not exceeding 36.4 litres per hour will receive a **5 minute penalty**.
- (d)** Competitors using in excess of 36.4 litres per hour will receive a **10 minute penalty**.

Such addition shall be deemed to allow for overall taxi and landing times.

7.3 In the event that a competitor, due to unsafe conditions on final approach is forced to go around and complete an additional circuit, an additional 1.5 minutes will be added to the aircraft's race time for the purpose of calculating fuel consumption.

It is the pilot's responsibility to lodge a claim for a go round allowance which will only be allowed subject to the Stewards determination.

SECTION 8 - METHOD OF SCORING

8.1 Elapsed time will start when the competitor is "flagged off" at take off point.

This time will be recorded by an official timekeeper.

Pilots should record their starting times on the card provided at the briefing.

8.2 Elapsed time will end when the aircraft flies over a designated finish point. This time will be recorded by an official timekeeper.

A visual check that the aircraft is in fact overhead or in the correct position will be made.

Pilots should also record this time on their record sheet.

8.3 If the pilot has to return to the airfield because of weather, malfunctioning of the engine or other reason, all the time thus used will be included in the total elapsed time for scoring purposes. The time must be logged again on the next attempt to depart.

8.4 Elapsed time, corrected for any penalties incurred and/or handicap factor will equal the corrected time and the corrected time will determine the result of the race. The winning competitor will be the one with the lowest corrected time.

SECTION 9 - PENALTIES

In connection with the imposition of penalties, Race Officials are deemed to be experts.

NAVIGATION/FLYING PENALTIES

- 9.1** Turning below 500ft above ground
PENALTY - 3 minutes.
- 9.2** Failing to overfly a check point
PENALTY - 20 minutes
- 9.3** Overflying a check point but not in the direction of, nor between the arms of the V
PENALTY - 5 minutes.
- 9.4** Non compliance with briefing instructions.
PENALTY - 15 minutes.
- 9.5** Not identifying a marking at a designated location
PENALTY – 10 minutes
- 9.6** Not overflying a designated check point or the landing destination reporting point
- (a) and identifying the letter or other marking,
or
 - (b) in the nominated direction,
or
 - (c) in accordance with the RULES or as specified at an official briefing.
PENALTY - 10 Minutes (for each breach)

If another Penalty Rule applies, then that Rule's penalty shall be imposed in lieu of this Rule.

STARTING PENALTIES

- 9.7** Starting without chocks
PENALTY - 10 minutes.
- 9.8** Failure to start or to attempt to start the engine at least three minutes prior to departure time
PENALTY - 5 minutes.
- 9.9** Commencing take off before the official signal to start is given
PENALTY - 5 minutes.

OTHER PENALTIES

- 9.10** Breach of any other rule or briefing instruction.

PENALTY - Such time penalty as the stewards shall determine, being not less than two (2) minutes.

DISQUALIFICATION PENALTIES

9.11 Refuelling at any point other than a designated refuelling point, except with prior consent of the Stewards and/or two members of the Air Race Committee and then only under their direct supervision

PENALTY - disqualification.

9.12 Starting engines without a pilot on board (ie sitting in) the aircraft

PENALTY - disqualification.

9.13 Operating an aircraft in a manner which compromises the safety of competitors, officials, the public or members of the media

PENALTY - disqualification.

9.14 Breach of RULE 15.6 (not starting the race within 15 minutes of preceding aircraft)

PENALTY - disqualification

9.15 Breach of RULE 12.1 (failure to attend pre-flight briefing]

PENALTY - disqualification.

9.16 Breach of RULE 13.2 (Unsafe operation)

PENALTY - disqualification.

SECTION 10 - VERIFICATION OF AIRCRAFT

10.1 Each aircraft must be verified by the Scrutineers before it will be permitted to start in the race proper.

Verification will commence at Serpentine Airfield at 0700 hours on Saturday the 21st of March 2022.

Aircraft arriving at Serpentine Airfield after 0900 hours on Saturday the 21st of March 2022 will be verified in order of arrival.

Whilst every endeavour will be made to inspect all aircraft in the time available, no guarantee can be given by the Committee that late arrivals can be cleared prior to the start of the race.

Race starts at 1100 hours.

10.2 For verification, the pilot must have available for inspection all documents detailed at section 4.5 of these rules.

10.3 The competitor or their representative must be available until their aircraft had been examined and certified by the officials. NO alterations to the aircraft or its equipment will be permitted after it has been verified by the officials.

10.4 From the time of verification until the end of the race, the aircraft must not leave the aerodrome unless the competitor has obtained written permission from the Stewards, or unless it is departing on a race stage.

This permission does not allow the aircraft to land away from the aerodrome, other than as provided for in the race stage(s).

10.5 Aircraft may be required to be examined and/or engines stripped at the request of Race Scrutineers before or after the race in order to verify the particulars given on the entry form and subsequent notifications and to check that the Certificate of Airworthiness or equivalent document issued by the appropriate recognised authority is valid, or for any purpose in connection with these regulations.

Any cost incurred during the operations described in paragraph 10.5 shall be borne by the entrant.

SECTION 11 – RACING NUMBERS

11.1 Specially prepared racing numbers may be provided to each entrant at no additional cost. Should they be required, all race numbers will be distributed to each arriving aircraft at Serpentine Airfield. Please contact the Chief Marshall at the Official briefing area. It is the responsibility of the pilot in command to obtain his race number.

SECTION 12 – RACE BRIEFINGS

12.1 The pilot in command must attend the main briefing which will be held at the Serpentine Airfield on 1000 hours on Sunday the 21st of March 2022. Failure to attend the main briefing will render the competitor ineligible to win a prize unless co-ordinated with the race committee if delayed due operational reasons in getting to Serpentine Airfield.

12.2 At the main briefing, pilots may request clarification of these rules and regulations, but no discussion relating to a change of rules will be entered into unless a change is deemed advisable by the Stewards in the interest of safety.

SECTION 13 – RULES OF THE AIR

13.1 All flying during the race must be in accordance with the Civil Aviation Regulations, Civil Aviation Orders, Aeronautical Information Publications and Visual Flight Rules.

13.2 Fast Taxiing or failure to yield right of way in the air or on the ground and/or lack of vigilance by the pilot to observe and avoid other traffic at all times either in flight or on the ground may lead to disqualification. After take off aircraft must climb to 500 feet before commencing a turn.

13.3 In the event of any competitor not being in a position to take off at his or her stated times but wishing to continue the race, it will be left to the starter's discretion to flag off such a competitor as soon as possible after his or her scheduled time, provided this will in no way retard or delay the dispatch of any other competitor.

SECTION 14 - FLIGHT PLANNING

14.1 Competitors may not depart or deviate from the route or track specified except in an emergency, when the normal reporting procedure must be followed.

14.2 When overflying reporting points, aircraft must be flown at such height as may be notified at official briefing. Time over the top should be noted on aircrew race record sheets carried in the aircraft.

14.3 The use of GPS devices including iPads with AvPlan etc. for the purpose of assisting in navigation is approved.

14.4 In the event of weather or other considerations prohibiting flight along the nominated race routes or tracks, the Committee in consultation with the stewards may nominate alternative routes.

SECTION 15 - STARTING

15.1 All starts will be standing starts.

15.2 The time and order of the starting will be announced at the daily pre-flight briefing.

Responsibility for finding out the time and order of the start and starting the engine at least three minutes prior to his nominated departure time and taxiing to the starting line, rests with each competitor.

15.3 Competing aircraft will be directed by the marshalls from the marshalling area to the starting line where they will come under the direct control of the starter/timekeepers.

All pre-take off checks must be completed prior to the aircraft being called the starting line.

15.4 Once an aircraft has been called to the starting line, the starter will give each competitor a five (5) second warning by raising a flag.

After this time has elapsed the starter will lower the flag sharply to the ground as a signal to start.

Any competitor starting before his/her signal will be penalised

15.5 Any competitor failing to start upon the Starter's signal, must remove his/her aircraft if and when ordered to do so, after which he/she will only be allowed to start with the permission of the starter.

Any delay greater than fifteen (15) minutes after departure of previous aircraft will result in disqualification.

SECTION 16 – FINISHING

- 16.1** On arrival back to the airfield, pilots are to fly at the briefed height over such points as are designated on the aerodrome pre-flight briefing.
- 16.2** Observers and timekeepers will be stationed at designated points to visually identify aircraft arriving overhead.
- 16.3** An aircraft will be timed as crossing the designated point the moment the aircraft passes over the timekeepers stationed at that point.
- 16.4** After arriving over the top, competitors are to adopt normal circuit procedure. Sudden changes of direction or speed are prohibited after crossing the designated points, but pilots should land in the minimum time consistent with the traffic conditions and safety.
- 16.5** After landing it is mandatory to taxi to the allotted parking space before stopping the engine.

SECTION 17 - FUELLING AND REFUELLING

- 17.1** On first arrival at Serpentine Airfield, each competitor will taxi to a position on the official parking line or designated area.

Each competitor will be responsible for tying down his/her aircraft on the official parking line, as no hangarage will be provided and aircraft will not be permitted to be removed from the line after official verification and acceptance.

- 17.2** The pilot in command or crew member must stand by the aircraft whenever it is refuelled.
- 17.3** Each aircraft must bring their own supply of engine oil. Oil will not be available at the airfield.
- 17.4** All aircraft will be under the control of the Marshall whose directions must be obeyed.

SECTION 18 - GROUND PERSONNEL COSTS

- 18.1** The Committee will NOT be responsible for providing personnel for the handling of aircraft on the ground.
- 18.2** Entrants and competitors must make their own arrangements for themselves and their crews, and all other personnel attending upon their aircraft.
- 18.3** The Committee assumes no responsibility for the payment of any hotel, transportation, fuel, mechanical or living expenses nor will it make any payment whatever to, on behalf of, or for any entrant, competitor, visiting pilot or mechanic or aircraft unless otherwise provided in these rules.

SECTION 19 - PROTESTS

- 19.1** Only competitors have the right to protest.
- 19.2** A protest must be lodged in writing addressed to the Stewards and accompanied by a fee of \$50.00 which will be returned if the protest is upheld, otherwise it will be forfeited.

- 19.3** Protests before the commencement of the race in relation to the validity of any entry or the qualification of competitors must be lodged at least twenty four hours before the start of the race. If the above mentioned matters have been brought to the notice of competitors after this time limit, the right to protest shall remain until one hour before the start.
- 19.4** Protests during the race against a decision of the Stewards or of other officials must be lodged with the Stewards within one (1) hour of official notification being displayed.
- 19.5** Protests against an error or irregularity committed during the race by a crew member or passenger must be lodged as soon as possible and in any case within two (2) hours after the race.
- 19.6** Protests relating to the recorded results of the race must be lodged within two (2) hours after the recording of the results.
- 19.7** The prize won by a competitor against whom a protest has been lodged will be retained by the organisers until a final verdict has been pronounced on the protest.
- 19.8** The Stewards shall be the sole judges of any protest and their decision shall be binding upon all parties.

END

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