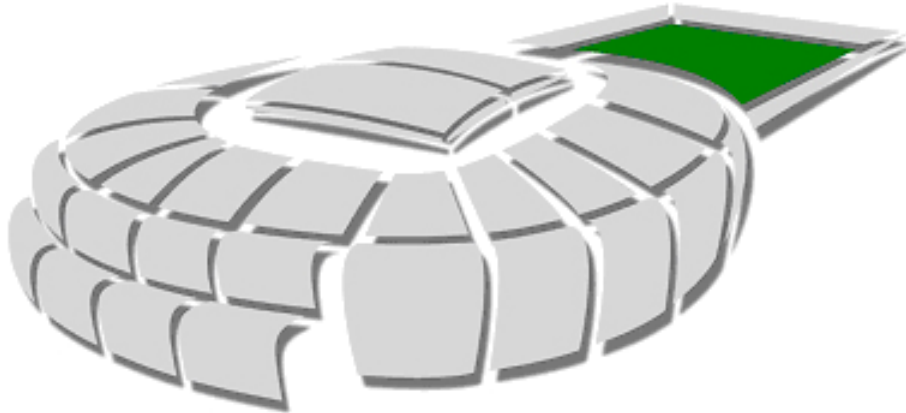


2010

STADIUM SHOOTOUT



**UNIVERSITY
OF PHOENIX
STADIUM**

2010 EFX INDOOR AIRCRAFT CUP

Event Rules and Guidelines

Introduction

The 2010 Empire Hobby World Indoor Aircraft Cup is now in its third year and has already proven itself as a fun and competitive competition amongst some of the best indoor aircraft pilots. Our next event will take place on Friday March 12th, and Saturday March 13th at the ***Electric Flight Expo*** located at the University of Phoenix Stadium in Glendale, AZ. Like last year, we expect great crowds, great media coverage, and lots of RC talent.

This year's events will host 3 classes of events, Expert, Sportsman and Variable Pitch. Both the expert class and sportsman class will have a single mandatory maneuver, one optional maneuver and freestyle. The VPP class will consist of a single 2 minute freestyle with one known maneuver to be incorporated into the routine.

Pilots

Pilots for the WIAC will be selected by the WIAC committee. We will accept applications via fax or email using the form at the end of this document.

Prizes

Contestant Prizes

Expert Class

1st Prize: \$500 Cash Prize
2nd Prize: \$200 Cash Prize
3rd Prize: \$100 RC Gift Certificate

Sportsman Class

1st Place \$200 RC Gift Certificate
2nd Place \$100 RC Gift Certificate
3rd Place \$50 RC Gift Certificate

VPP Class

1st Place \$250 Cash Prize
2nd Place \$100 Cash Prize
3rd Place \$50 RC Gift Certificate

Venue

The competition will take place in the "Red Zone" on the floor of the University of Phoenix Stadium during the Electric Flight Expo. The flight box will be 240' L x 100' W x 125' H. This flight box will be primarily dedicated to competitions and open flying for competitor's practice. Bleachers will seat up to 400 spectators and will be separated

from the flying area with netting. The contest will run on Friday March 12th, and Saturday March 13th

Frequencies

You must fly on either a 2.4 GHz system or 72 MHz using an EVEN numbered channel! If you will be flying 72 MHz, you must submit your requested channel with your pilot application. Again, only EVEN numbered channels and 2.4 GHz is preferred.

General Rules – All Classes (Sportsman, Expert and VPP)

Overview

This year's event will be conducted with up to 8 pilots (subject to change) in each class with one 4 minute (2 min. VPP) flight on Friday. At the conclusion of Friday's competition the judges shall tally the scores and only the top 5 pilots in each class will continue Saturday where each pilot shall receive 2 rounds of flying, not to exceed 4 minutes each flight (2 minutes VPP). This year's format will consist of one required maneuver flown first, one optional maneuver flown second followed by a 3 minute freestyle routine choreographed to music.

To help ensure adequacy of music files, all music for day one must be submitted no later than 24 hours prior to the start of competition. Sooner is better. All music will be held in confidence as not to disclose a pilot's routine to other contestants. It is encouraged to change up your freestyle to show pilot diversity should you make Friday's cut. Optional secondary music files for Saturday shall be submitted no later than the end of the day on Friday March 12th after the pilot cuts are announced.

Safety

Safety is paramount. The designated safety marshal shall have final authority on the flight line regarding matters of safety. Each pilot shall stay behind the established flight line and at no point after the aircraft is moving under its own power/inertia, may any part of the aircraft pass behind the flight line. Doing so will scratch the entire flight and result in zero points for that flight. Pilots will not be permitted to "pit" or spectate in any area that is forward of the flight line or not in a designated safe pit zone. Violations will result in one warning followed by penalties up to and including disqualification from the contest. Your cooperation is appreciated.

Flight Time

Contestants shall have no more than 45 seconds from the time they are called to fly to have their aircraft on deck and ready for flight. On the judges' signal, the spotter may advise the pilot that the flight may commence. Timing is critical.

Each contestant shall have 4 minutes of actual flying time to complete their flight. Each pilot will have one flight on Saturday and two flights on Sunday. Contest shall begin at 10:30 AM each day and the pilot's meeting and roll call will be held at 10 AM.

Mandatory Maneuvers

Each pilot must perform the one mandatory maneuver and one of the optional maneuvers from their competitive class specified below. Pilots shall complete contestant data sheet

during the pilot's meeting. The data sheet is to include pilot's name, age, hometown, gear being flown and optional maneuver selected. The pilot or spotter shall inform the judges of the optional maneuver selected prior to his flight.

Judging

The emphasis on this event is participation, encouragement and fun. Judging should reflect this as well as pilot ability.

Scoring & Penalties

Pilots will be scored on two scales. There are up to 70 possible points for completing both mandatory and optional maneuvers (mandatory only for VPP). Point awards are subjective and based on the judge's perception of whether the pilot; (a) completed the maneuver according to the rules and (b) did the pilot complete the maneuver in a controlled, smooth and precise manner. There are another 70 points possible for the freestyle routine. Judges will award points based on creativity, synchronicity and overall excitement of the routine as well as use of available space and precision of maneuvers attempted. Total flight time (required maneuver, optional maneuver and freestyle) shall not exceed 4 minutes (VPP 2 minutes total for mandatory and free). The spotter shall alert the pilot at 3:00 and 3:30 mark (1:00 and 1:30 VPP) and the pilot shall plan to land prior to the 4 minute mark (2 min. VPP). Pilots going beyond the 4 (2) minute mark will receive a 10 point deduction.

If a pilot crashes during a flight, he may immediately switch to a back-up aircraft. The pilot's time will continue to run and he will receive a 10 point deduction.

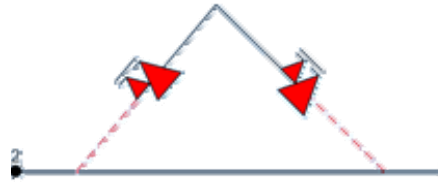
Event Rules (Expert Class)

Mandatory Maneuver

Half Snap with 2 opposite 1/4 rolls: (35 Points)

-Flying strait and level the model completes a half snap in either direction, without hesitation, 1/4 roll in the OPPOSITE direction of the 1/2 snap. Pauses in knife edge, and completes another 1/4 roll in the OPPOSITE direction of the previous 1/4 roll to end inverted and level.

Optional Maneuver (Expert Class, select one)

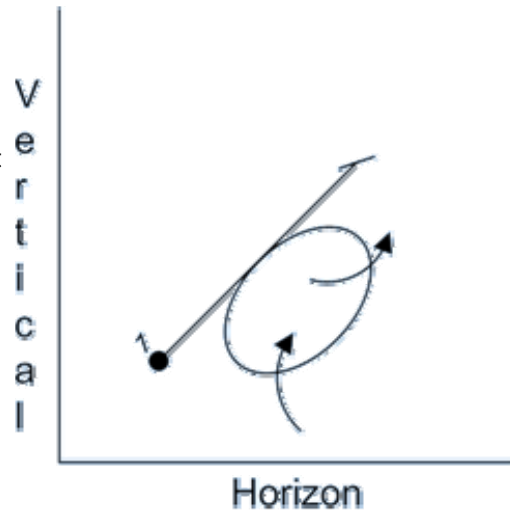


1. TRIANGLE LOOP (35 Points)

The model starts from upright in the center of the loop, pulls 135 degrees to inverted. The model then performs 1 and 1/2 negative snap rolls to upright, pushes 90 degrees to a 45 degree down line. A 1 and 1/2 negative snap is then performed on this down line, followed by a pull 135 degrees to straight and level at the same altitude as entry.

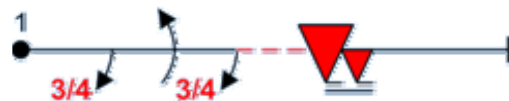
2. ROLLING CIRCLE (35 Points)

The model enters upright on a 45 degree up line. The model then executes a 2 roll rolling circle, with the first roll to the outside, and the second to the inside. The model finishes on the same heading as the entry (45 degrees up line).

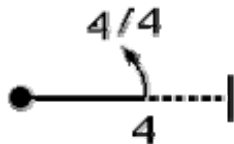


3. ROLL/SNAP COMBO (35 Points)

From upright, the model executes a 3/4 roll, followed by a full roll in the opposite direction, and followed by an opposite 3/4 roll to inverted, followed by a 1 and 1/2 negative snap to upright.



Mandatory Maneuver (Sportsman Class)



4-Point Slow

4 -Point Slow roll (35 Points) This figure starts from straight level flight. A slow roll is completed with 4 Hesitation points that stop at 90° points. The figure is completed following a full 360° rotation back to level flight. The roll rate has to be constant and the longitudinal axis of the plane has to go straight. This requires constantly changing rudder and elevator control inputs throughout the roll points.

Optional Maneuver (Sportsman Class, select one)

Inside-outside Vertical 8: (35 Points)



Inside-Outside Vertical Figure 8 - This figure is similar to a Vertical Eight, but it does not contain any rolls. The top loop is an outside loop. This figure is starts from level flight, a 1/3 inside loop is completed, followed by 45° inverted up-line. A Five-eighths "Outside Loop" is completed to a 45° inverted down-line. A 1/3 inside loop completes the "8" figure. Again, the two loops have to have the same radius and flown at consistent speed. Entry and exit have to be at the same altitude.

Reverse Cuban 8: (35 Points)



Reverse Cuban 8- This figure starts with a pull to a 45° up-line. Centered on this line is a half roll from upright to inverted. Five-eighths of a loop is completed , followed by a pull to a 45° up-line in the opposite direction. Centered on this line is a half roll from upright to inverted. Five-eighths of a loop complete the second loop forming a "Lay-down eight". For maximum score the two looping parts have to be flown at the same altitude with the same radius. The exit has to be at the same altitude as the entrance to the figure.

Mandatory Maneuver 70 Points (Single Class VPP)

This mandatory maneuver must be incorporated into the 2 minute freestyle routine.

15 second nose-down hover over a designated point. This maneuver will be judged on stability in the hover as the pilot should attempt to maintain the aircraft's position and altitude once established in the hover. The aircraft's altitude shall be less than 15' during the hover in order to be adequately judged. The pilot shall call established, and the 15 second time will start.

No Optional Maneuver for VPP due to time constraints.

Freestyle Routine (Expert, Sportsman and VPP)

The freestyle routine is to be 3 minutes in length (2 min. VPP). Judges will award up to 70 points based on creativity, synchronicity and overall excitement of the routine as well as use of available space and precision of maneuvers attempted. Music should not be offensive in nature as this is generally a family function. Pilot's having made day one cuts are allowed to submit different music if they so choose for day 2. There will be 2 rounds of flying on day two and the pilot shall designate and submit track(s) to be used for each of the two freestyle rounds for day 2 no later than the end of day one (after cuts are announced).

Thanks for you interest in entering the 2010 World Indoor Aircraft Cup.

This event is designed to showcase some of this sport's most amazing talent as well as to get our new competitors out there competing and gaining experience to take their game to the next level! Our number one goal is to make it fun for you and the audience. So if you have ever thought of competing, **now** is your chance! We look forward to seeing you at the best indoor flying facility in North America, the University of Phoenix Stadium, only at EFX!

www.efexpo.com

2010 EFX INDOOR AIRCRAFT CUP STADIUM EVENT

PILOT APPLICATION (AIRCRAFT)

Please check the appropriate box(es) you are applying for.

CLASS: EXPERT SPORTSMAN VPP(variable pitch)

Pilot Name _____

Address _____

City, State/Province (ZIP) _____

Country _____

Home PH _____

Mobile PH _____

EMAIL _____

Aircraft to be flown _____

Frequency requested if using 72 mHz _____

Team Affiliation _____

**PLEASE FAX TO 480.456.1113
EMAIL TO EFEXPO@AOL.COM**