



SOUTH AFRICAN POWER FLYING ASSOCIATION

PRESIDENT'S TROPHY AIR RACE

OFFICIAL RULES AND REGULATIONS



SOUTH AFRICAN POWER FLYING ASSOCIATION



FAI

FEDERATION AERONAUTIQUE INTERNATIONALE

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TABLE OF CONTENTS

1.	GENERAL	Page 1
2.	PARTICIPATION	Page 1
3.	AIRCRAFT	Page 2
4.	ENTRY	Page 2
5.	TECHNICAL REQUIREMENTS	Page 3
6.	TEST FLIGHTS	Page 4
7.	PROTESTS AND APPEALS	Page 4
8.	INTERNATIONAL LANGUAGE	Page 4
9.	FORMAT AND FINAL RESULTS	Page 5
10.	ACCEPTANCE, RULES AND REGULATIONS AND INDEMNITY	Page 6
11.	RACE DIRECTOR, SECRETARY	Page 6
12.	JURY	Page 7
13.	SCORING/HANDICAP COMMITTEE	Page 7
14.	GENERAL PRINCIPLES	Page 8
15.	TIMING AND PENALTIES	Page 8
16.	SUPPLEMENTARY RULES	Page 9
17.	TERMS	Page 9
APPENDIX I		Page 10

1 GENERAL

1.1 The PRESIDENT'S TROPHY AIR RACE is a handicap event held annually over two days with the finish as near to, the 31st May as possible.

1.2 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.

1.3 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.

1.4 The competition will be held in VFR conditions as defined by ICAO.

1.5 All competition times specified are local times, (UTC + 2 hours), and will be based on competition time.

1.6 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 Race Director or Jury.

1.7 The Pilot in Command will be the only holder of the entry (entry holder).

1.8 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 Race Director. The Race Director has the right to take any further action as he deems fit. This action is final and is not open to protest, but may be taken on appeal to the Jury as per Rule 7.

2 . PARTICIPATION

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.

2.1.1 GROUP 1 aircraft are aircraft powered by one or more piston-engine power plants.

2.1.2 The maximum takeoff weight must be less than 12 500 Kgs.

2.2 Aircraft entered must be able to maintain a minimum speed of 100 knots in level flight at sea level. This is the lowest handicap speed that may be allocated by the Handicap Committee.

2.3 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.

2.4 The Pilot in Command must be a member of the South African Power Flying Association, hold a valid National, Private Pilots License, or higher license and have a valid FAI Competitor's license.

2.5 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.

2.6 Navigators and/or all other crew must be members of the South African Power Flying Association AND hold valid FAI Competitor's licenses. The Navigator must be at least sixteen years old.

2.7 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, the Handicap Committee will still only take two crewmembers into account for the calculation of racing trim.

2.8 No change may be made during the event to the nominated position of Pilot and Navigator.

2.9 The maximum number of aircraft allowed to participate in the competition is at the discretion of the Race Director and is currently set at 100 .All entries will be accepted on a "FIRST COME FIRST SERVED" basis.

2.9.1 The Race Director may, by means of the Supplementary Rules, increase this number provided he has the agreement of the Safety Officer appointed for the event.

2.9.2 Special recognition and opportunity for entry 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 Committee/Race Director

3 AIRCRAFT

3.1 The event is for Standard Production, as well as Amateur built aircraft.

3.2 A modified aircraft is any aircraft with any modification, (ie...engine blueprinting, propeller changes ..) or accessories (ie..Speed kits, gap seals ...), which may have been carried out.

3.2.1 These modifications and accessories must be approved by Civil Aviation Authorities, must not hinder or limit the normal operation of the aircraft.

3.2.2 Modification, or changes to any modifications/accessories, must be noted on the entry form.

3.3 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.

3.4 Removal of steps, Aerials (except HF), seats or any normal operating equipment from the aircraft in order to lower the aircraft's weight or increase its speed, is prohibited and will be penalized. (SEE CHAPTER 15)

3.5 Taping closed of air vents or any part of the aircraft will result in time penalties. (SEE CHAPTER 15)

3.6 Each aircraft will carry all documents required by the Civil Aviation Regulations and amendments which are in force at the time.

3.7 Aircraft are not required to have any extra or special insurance cover by the Organisers, but it is in the competitor's own interest to ensure that insurance covers are adequate and that cover is extended to cover the competition.

3.8 All aircraft must be equipped with a serviceable radio capable of Tx and Rx on all the required competition and local frequencies.

3.9 The use of GPS (Global Positioning System) equipment will NOT be allowed. Permanently mounted systems must be sealed and portable equipment may NOT be taken on board. This remains the responsibility of the competitor.

3.10 All fuel tanks, including auxiliary and officially modified fuel tanks must be filled before the start of each day's event and may be checked by Race Officials before each take-off. This requirement will also apply to test flights for handicapping purposes.

3.11 Every aircraft must have its Race Number and the main event Sponsor's decal prominently displayed on either side of the fuselage. Secondary Sponsor's decals may be displayed providing they do not obscure either the numbers or the main Sponsor's decals.

3.12 The full details of any Secondary Sponsor and the details of decals, etc. should be communicated to the Race Director with the entry form, but must in any case be received 15 days before the event. These details must be forwarded by pre-paid Registered post or by email to the Race Director.

4 ENTRY

4.1 Entry forms and copies of the Rules and Regulations are available from the South African Power Flying Association website (www.sapfa.org.za)

4.1.1 The Entry Form is to be completed and submitted to the South African Power Flying Association electronically via the website.

4.1.2 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 Race Director.

4.1.3 The Entry holder (Pilot in command) is solely responsible for the accuracy and completeness of the entry form.

4.1.4 An entry that contains a false or incorrect statement shall be invalid, and the entrant may be deemed guilty of a breach of the rules and the entry fee may be forfeited. In addition, the South African Power Flying Association reserves the right to take any further action it may deem necessary against the entrant, in terms of these regulations.

4.1.5 Entry forms not fully completed may not be accepted. Delays due to this or any other circumstances will not be accepted as reason for entries to be accepted late or without a late entry fee.

4.1.6 A declaration/undertaking and indemnity must be signed by the entrants and all crew at the time of registration as stipulated in 10.3. If the declaration/undertaking and indemnity is not signed then the entry will be regarded as being withdrawn and the entrant will be excluded from the results.

4.2 Entry fees are set out in the Supplementary Rules.

4.3 If entries are accepted after the closing date entrants will be required to pay a late entry fee as published in the entry forms. This is in addition to any other fees prescribed in the Supplementary Rules or entry forms. This late entry fee is not refundable under any circumstances.

4.4 The entry is regarded as accepted only when the prescribed form is received in its completed form together with the required entry fees.

4.5 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. Requests for special numbers will only be entertained if the entry form has been completed, the full entry fee has been paid and the entry is received by the Race Director by the closing date. General numbers will be allocated on a "FIRST COME FIRST SERVED" basis.

4.6 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.

4.7 In the case of complete cancellation of the event (NOT POSTPONEMENT) the Race Director may direct a refund of up to 50% of the entry fee.

4.8 Accommodation cost, transport, meals and banquet costs may or may not be included in the entry fee. Should they be included, no rebate will be given to crews who do not make use of the facilities for any reason. Please see the Supplementary Rules.

4.9 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.

4.10 Aircraft and crews not checked in by the published check-in time will be regarded as having withdrawn. Re-acceptance with or without a time penalty will be at the discretion of the Race Director.

4.11 Entries must be accepted by the Race 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: violation of these regulations; unsportsmanlike conduct; non-payment of any fees relating to SAPFA and/or the race; and 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.

4.12 Any deviation or change to the accepted entry when registering must be brought to the attention of the Race Director.

5 TECHNICAL REQUIREMENTS

5.1 Competitors 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 Race Director

5.2 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.

5.3 These aircraft will be scrutinized by the marshals and must remain in the "parc ferme" until they are released by the Race Director

5.4 Fuel (AVGAS 100) and oil, etc. will be available and must be paid by the competitor as laid down in the supplementary rules.

5.5 Each entrant will provide a copy of the performance schedule of his aircraft to the Race Director should it be requested.

5.6 Aircraft logbooks and/or proof of legal modifications by an AP or AMO must be made available to the Race Director if requested.

6 TEST FLIGHTS

6.1 The Race Director may require any aircraft to be test flown without giving a reason. 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.

6.2 An entrant may request that his aircraft is test flown and such request must be made in writing to the Race Director no later than 09h00 five days prior to Race Day 1. Such request must state reasons for the request.

6.3 The Race Director and/or Handicapping Committee may or may not grant a request for a test flight. This decision is final.

6.4 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 Race Director. All fuel tanks will be full and all luggage compartments etc. will be empty.

6.5 The Test Flight will be performed using an FAI/GAC approved GPS logger and as briefed by the Official in charge of test flying.

6.6 The test flight will be flown over the course at FULL THROTTLE in all directions.

7 PROTESTS AND APPEALS

In conformity with the FAI Sporting Code the following procedure will be followed in all grievances

PROTEST

7.1 A PROTEST is a written request made to the Race Director, by a competitor who may consider himself aggrieved by any decision, act or omission of an organiser or race official. .

7.2 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.

7.3 The Entry Holder is the only person who has the right to lodge a protest or an appeal.

7.4 A competitor may not lodge a protest against another competitor.

APPEAL

7.5 An APPEAL is a written request made to the jury by a competitor who has had his protest rejected by the Race Director and feels that his protest still has merit

7.6 This written appeal must be presented in writing together with an appeal fee of R500, 00

7.7 The appeal must be forwarded to the JURY within one (1) hour from the time a competitor has been advised that his protest has been rejected.

7.8 The decision and or determination of the Jury is final and not subject to any further appeal,

7.5 The fee will be returned if the appeal is upheld.

8 INTERNATIONAL LANGUAGE

8.1 English is the official language of the competition.

9 FORMAT AND FINAL RESULT

9.1.1 The route will normally consist of two set courses of approximately 300 nautical miles flown by all competitors on consecutive days.

9.1.2 The course may be announced to Competitors before the Race Briefing but not before the competitors have arrived and parked for the Race weekend.

9.1.3 The Scoring/Handicap Committee will publish a list of all participating aircraft with their respective handicap speeds and a list of take-off times for Race Day 1.

9.2 The Final Results will be determined as follows;

9.2.1 Each aircraft will be handicapped by the Scoring/Handicap Committee who will take into account some or all of the following:

- Aircraft Manufacturer's Specifications;
- Race Trim and All Up Weight;
- Previous Race Performance of type and specific aircraft;
- Flight Test Results.

9.2.2 On Race Day 1 each aircraft will be timed around the first set course with the fastest aircraft departing first.

9.2.3 Day 2 start times will be calculated using the course distance and results obtained from Day 1, to enable all the aircraft to finish at the nominated finish time. This start time will be delayed or advanced by the amount of time lost/gained against handicap on Day 1 and after considering any penalties and/or handicap speed adjustments.

9.2.4 The aircraft final position will then be determined by their position on crossing the finish line after successfully completing the second set course and after considering any penalties and/or handicap speed adjustments and/or disqualifications and/or any other adjustments in terms of rule 9.4.

9.2.5 Final placing will be subject to any time penalties or other penalties that may have been accrued by the competitors.

9.3 Aircraft must pass on the outside of all turning points. Any aircraft turning inside a turnpoint will be excluded from the result.

9.4 It is up to the competitor to have his aircraft ready for take-off at his appointed take-off time. An adjustment will be made if the delay in a competitor's allotted take-off time is due to circumstances caused by the organiser or an official. There will be no adjustment in the case where the inability to start the aircraft or to be at the start gate at the appointed time is due to any electrical or mechanical defect. The Jury may allow an exception to this rule on request of the Race Director in respect of a delayed start on Day 1.

9.5 Dangerous/low flying etc. or unsporting behaviour will result in exclusion or the imposing of time penalties. .

9.6 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.

9.7 A list of time penalties, decisions and or determinations will be posted on the Official Notice Board. This will be done as soon as possible after the last aircraft has landed on each day. It is the responsibility of the competitors to ensure that they read and understand these decisions and determinations

9.8 A competitor may lodge a protest with the Race Director regarding his own time, penalties, decisions or determinations.

9.9 The final results for all competitors will be distributed at the prize giving function. Final results will be open to appeal for a period of 14 days. Where the results of the competition are amended such amended results shall not be subject to protest.

9.10 Should the basic setup of the Race be changed due to weather or any other circumstances a Schedule of Procedure will be posted on the Official Notice Board

9.11 No cash prizes will be awarded.

9.12 Trophies and prizes will be as laid out in the Appendix and further prizes, if any, will be laid out in the Supplementary Rules.

9.13 In the case of a tie the winning aircraft will share the trophy.

10 ACCEPTANCE OF RULES AND REGULATIONS

10.1 The competition requirements will be written in English.

10.2 For the purposes of interpretation of the FAI Statutes and Sporting Code the official language shall be English.

10.3. 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.

10.4 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.

10.5 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.

10.6 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.

10.7 The time and place for the pilot briefings will be detailed in the Supplementary Rules or be posted on the Official Notice Board.

10.8 It is a condition of entry and of participation in the event that all crew are present at all briefings.

11 RACE DIRECTOR

11.1 The Race Director will be appointed by the South African Power Flying Association.

11.2 The Race Director is responsible for the organisation of the event and co-ordination and supervision of all the elements which form part of the event.

11.3 The Race Director will check that all members of the organisation are competent and aware of their duties.

11.4 The Race Director will co-ordinate the organisation and selection of Working Groups, a Treasurer, Secretary, Chief Marshal, Chief Ground Marshal, Safety Officer, Technical Officer, PRO Officer and Liaison Officer (for ground arrangements).

11.5 The Race Director acts on behalf of the South African Power Flying Association, the Promoters/Organisers and has the supreme authority for the conduct of the event and over all matters pertaining to the running of the event.

11.6 The Race Director will not be responsible for the handicapping or the selection of the Chief Handicapper or his/her committee. (Sec Rule 14).

11.7 The Race Director will not be responsible for the selection or operation of the Jury. (See Rule 13)

11.8 The Race Director may condone any minor breach of the rules, should he feel it necessary to maintain the integrity and spirit of the race, with the concurrence of the jury

RACE SECRETARY;

11.9 The Race Secretary shall be responsible for,

- Checking the validity of all entries,
- Checking or causing to be checked the competitor's licences,
- Maintaining the official Notice Board,
- Sending all necessary documentation to officials before, during and after competition,
- Advising the Race Director of any changes to entries or entry forms,
- Assisting the Race Director with any admin if necessary.

12 JURY

12.1 The Jury, which will consist of three members, will be appointed by The South African Power Flying Association.

12.2 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

12.3 It is the primary function of the jury to adjudicate properly prepared appeals when presented to them as laid out in in Rule 7 and, to this end they may

12.3.1 Call for any papers, times, handicaps, officials or entrants which might be needed for a decision

12.3.2 Impose any penalties, provided for in terms of these Rules and any Supplementary Rules for the event

12.4 In addition to this the Jury will have the power to:

12.4.1 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.

12.4.2 Verify and/or change technical requirements, handicaps, times and penalties.

12.5 The jury's decision is final on not subject to any further to any further appeal

13 SCORING/HANDICAP COMMITTEE

13.1 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.

13.2 The Chief Scorer/Handicapper will select a committee to assist him with the Handicapping, Time Controlling, Tabulating and Computing. There must be sufficient people on the committee to ensure the expedient release of all handicaps and results.

13.3 The Chief Handicapper and his committee will work completely independently from the Race Director and the other Organisers and will, except for the Jury, have the final say in all matters relating to handicapping and the starting order.

13.4 The Chief Handicapper will make the necessary information available to the Race Director and/or the Jury to discuss any PROTEST or APPEAL The Jury's decision is final.

13.5 The Handicap Committee may, alter or revise any published handicap speed at any time before, during or after the Race and convey its decision, with motivation, to the appointed Jury. The Jury may then approve or reject the revised handicap speed and the Handicap Committee will then apply the agreed handicap speed. 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 applicable) into account and not the performance of the crew, whether by reputation or by previous performance.

13.6 The Handicap Committee will publish any amendments prior to the publishing of the start times for Day 2 of the race.

13.7 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.

14 GENERAL PRINCIPLES

14.1 Substitution of parts of the aircraft is forbidden, with the following exceptions:

14.1.1 Normal consumable items of the landing gear.

14.1.2 Items of the ignition and fuel systems and their accessories.

14.1.3 Parts of the electric system and of the radio communication systems.

14.2 Small repairs not in contrast with this section are allowed, as approved, in each case, by the Technical Officer or the Race Director.

14.3 Time delays for any repairs and running repairs carried out under 14.1 above will not be taken into account by the Organisers within the normal operation of the event. i.e. there will be no compensation for any repairs done during aircraft scheduled flight time.

14.4 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. 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.

14.5 Aircraft without numbers and decals may be excluded from the competition.

14.6 Heights and altitudes crossing checkpoints, turning points or finish lines will be detailed in briefings, but will not be below 200 feet AGL and not above 600 feet AGL.

14.7 Checkpoint, Turning point and Finish Line phases will be started 3 N.M. from 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 N.M. out and approach from the correct direction.

14.8 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.

14.8 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.

14.9 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.

15 TIMING AND PENALTIES

15.1 Competitors are to ensure that they are available at the starting line and ready for take-off at least 5 minutes before take-off. If longer time is required by the Organisers at a specific event you will be notified at the briefing.

15.2 For control purposes, times may be recorded at various checkpoint and turning points so that the Organisers can check the progress of all entrants.

15.3 For purposes of results the timing at the finish will be taken by reference to an FAI approved logger.

15.5 Checkpoints 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.

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

15.6.1 Any activity/ flying that is deemed to be dangerous, (ie 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.

15.6.2 The Race Director, in conjunction with the time keepers may apply the following penalties.

15.6.2.1 Turning inside a turn-point	- Exclusion
15.6.2.2 Approaching a turn-point opposing the 3nm 45 degree cone	- Exclusion
15.6.2.3 Approaching a turn-point outside the 3nm 45 degree cone	- 60 seconds
15.6.2.4 Starting late on day 1	- 30seconds
15.6.2.5 Turning too high/low over a turning point	
<100 feet	- Exclusion
700-1000 feet	- 30 seconds
1001-2000 feet	- 120 seconds
>2000 feet	- 360 seconds

Minimum time penalty given will be 30 seconds per infringement.

Maximum time penalty will be 6 minutes per infringement.

15.7 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, use of forbidden equipment, violations of airspace, or any infringements of the rules, regulations or supplementary regulations.

15.8 It is an infringement of these Rules and Regulations for any competitor/ unauthorized person to, post, remove, alter or interfere in any way with any Documents posted on the Official Notice Board

16 SUPPLEMENTARY RULES

16.1 The Supplementary Rules will be promulgated for each specific event and will be read as part of these standard format Rules and Regulations.

16.2 A Supplementary Rule published supersedes any other contradicting Rule for the term of that specific event.

16.3 The official maps and charts will be designated in the Supplementary Rules.

17 TERMS

FAI SPORTING CODE

17.1 The basic code of operations for all Aviation sporting events held worldwide. All events or competitions held by FAI member countries will conform broadly to this code. In keeping with the rules of competition, "...what is not specifically allowed is disallowed..."

PRESIDENT'S TROPHY AIR RACE - OFFICIAL RULES AND REGULATIONS

17.2 The general Rules and Regulations promulgated to cover all the normal running and operating procedures of the President's Trophy Air Race held on an annual basis.

APPENDIX 1

There will be no cash prizes. The following Floating Trophies will be awarded.

PRESIDENT'S TROPHY	To the aircraft and crew placed first overall.
AIR CHARTER TROPHY	To the second placed aircraft and crew.
VINCENT MACLEAN TROPHY	To the third placed aircraft and crew.
NATAL MERCURY TROPHY	To the first placed Kwa-Zulu Natal crew.
HOOFSTAD PERS TROPHY	To the first placed Northern Provinces aircraft and crew.
NORTHERN REVIEW TROPHY	To the first placed Far Northern Provinces aircraft and crew.
STELLALANDER TROPHY	To the first placed Cape aircraft and crew.
PHOENIX-VOLKSWAGEN TROPHY	To the first placed Free State aircraft and crew.
GATSBY TROPHY	Best handicap Performance on first day.
PROFFESIONAL AVIATION TROPHY	Best handicap Performance on day 2.
WAKEFIELD TROPHY	To the first placed woman pilot.
KASSIE KASSELMAN TROPHY	To the first placed father and son team.
JOHN SAYERS TROPHY	To the first placed Turbocharged aircraft
BLOEMFONTEIN FLYING CLUB TROPHY	Team with less than 1000 hours
ATNS TROPHY	To the youngest competitor
DOLF KRUGER TROPHY	To the first placed homebuilt aircraft and crew.
CAA TROPHY	For Professionalism
BEEHCRAFT TROPHY	To the first placed Beechcraft
PLACO TROPHY	To the first placed Piper
COMAIR TROPHY	To the first placed Cessna
SOUTHERN AFRICA MOONEY TROPHY	To the first placed Mooney
VICKERS TROPHY	To the competitor/crew giving the most meritorious performance.
STAYERS TROPHY	To the crew finishing under exceptional circumstances
KWA ZULU NATAL ADVERTISER TROPHY	To the aircraft and crew covering the course in the fastest time.
CARLETONVILLE TROPHY	To the first placed Baron
ANN WHITE TROPHY (formerly the Preller/Germishuys Trophy	Handicap Committee Award.

For purposes of the awarding of the geographical trophies the following official provinces will apply:-

The Cape is defined as the Eastern Cape, Western Cape and Northern Cape Provinces,
The Far Northern Provinces are defined as the North West and Limpopo Provinces, and
The Northern Provinces are defined as Gauteng and Mpumalanga.

Plaques will be awarded to the pilots and navigators placed first, second and third.

As all trophies are floating, please return them to the Aero Club by the end of February of the following year. Recipients must ensure that they are returned in a presentable condition.