Revisions and Clarifications to the Kremer International Marathon Competition

A number of potential entrants have asked the committee for clarifications to the rules. We have replied to them individually but now feel that we should make these amendments available to all competitors.

Flight planning, flight controls and auto stabilisation

We want to encourage the development of safer aircraft that are easier to pilot but we do not want the pilot to become the 'engine' of an autonomous vehicle.

It is allowed for information about weather conditions at any location around the course, and any parameter relating to the condition of the aircraft or crew, to be observed, stored, processed along with any stored data either on the ground or onboard the aircraft and communicated to the crew by any method.

It is confirmed that auto-stabilization, auto-speed-limiter, and propeller-governing are allowed, which may make use of information gathered as above, but not an autopilot.

During attempts

Allowed are:

Marking of course on the ground.
Markings on the erected markers.
Choice of direction in which to start the flight.
Take-off run of any length.
To make tight turns around each pylon or marker in order to minimise the distance flown.
Any amount of expenditure on any aspect of the attempt.

Not allowed are:

Any engined vehicle on the course apart from the Official Observers'.
Any vehicle closely following the aircraft.

Ground level is defined as ground level below the current position.

The Organisers do not object to part of the course being over water. However, if there are floating markers then it shall be made possible for the Official Observers to verify that any floating marker cannot drift such as to reduce the lap length to less than specified.

Turns can be of any radius.

To clarify Rule 4.1(e), a take-off dolly is not allowed.

To clarify Rule 4.2(c), a handler to assist in stabilising the aircraft on landing is allowed.

To clarify Rule 4.4(f) "damage to the aircraft" is defined as "the aircraft unable to take-off". After landing, the aircraft must be fit for take-off. If, in the opinion of the Official Observers, this is questionable, the entrant will be asked to demonstrate a take-off within 1 hour. Repairs are

allowed during this hour.

The course

Notwithstanding Rules 4.4(a) and 4.4(h) and the diagram, the distance apart of the turning points may be chosen by the Entrant from the following list, which also shows the associated number of circuits required. Any one of these circuits shall be a Figure-of-Eight circuit.

Distance between turning points in meters	Number of Circuits
4051	5
3348	6
2846	7
2469	8
2176	9
1942	10
1750	11
1590	12
1455	13
1339	14
1238	15
1151	16
1073	17
1004	18
942	19
887	20
837	21
791	22
749	23

These rulings apply to the Kremer International Marathon Competition and do not necessarily apply to any other Competition

The Kremer International Marathon Competition Course