

Clarifications to Rules of the Kremer Sporting Aircraft 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.

Notwithstanding rule 2.7, 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 and communicated to the crew by any method. Such observing, storing and processing may also be done onboard.

It is allowed for this information to operate instruments which inform the crew.

It is not allowed for this information to operate flying controls.

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 autopilot.

Note that auto-stabilization and propeller-governing were already permitted, see. rule 2.4

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'.

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

These rulings apply to the Kremer Sporting Aircraft Competition and do not necessarily apply to any other Competition