

LNRC 2026

Competition Day - The Complete Guide

Saturday, August 15, 2026 · 8:00 am to 5:00 pm · Duckenfield Hall, Golden Grove, St. Thomas · Weather backup: August 16-17

The day, hour by hour

Time	What happens
8:00 am	Gates open. Your pit tent is already up with YOUR TEAM NAME on it - walk in and find it. No check-in queue for teams inspected on Friday.
8:15 - 9:30 am	Rocket inspection, 3 stations, rolling. Bring the full stack: rocket, PicoSat, recovery rigging. PicoSats are checked in and logged. Self-inspect against the Build Guide checklist before you arrive - failed items forfeit your window until fixed.
9:30 - 9:40 am	Mandatory safety briefing at the firing line, 10 minutes. Every team member attends. No briefing, no fly.
9:45 - 10:45 am	PRACTICE WINDOW, one hour. Each team may fly ONE practice launch, drawn from its 3-motor allocation. First come, first flown. Practice flights follow full range rules.
10:45 am - 12:30 pm	Scored flights, block one. 22 teams rotate across 3 pads. Fly when called.
12:30 - 1:00 pm	Break. Range cold. Lunch - vendors on site, bring cash. Scoring continues in the background.
1:00 - 2:30 pm	Scored flights, block two, plus re-flights, misfire resolutions, and wind holds.
2:30 pm	Range closes. Final data pulls, tabulation. Provisional scores posted; disputes go to the Head Referee in writing within 30 minutes.
3:30 - 4:15 pm	Awards ceremony. Attendance is mandatory and part of award eligibility.
4:15 - 5:00 pm	Teardown. Every team clears its pit completely. Event ends 5:00 pm.

The site

The range is Duckenfield Hall, Golden Grove: a flat, open coastal site near Jamaica's easternmost tip with long clear downrange fields and steady easterly trade winds. Parking and entry are on the western edge; pit tents, the safety line, the three launch pads, and the downrange recovery zone are laid out east of that.

The full site layout map, including the sector grid used for landing predictions, will be released to all teams closer to competition day.

How a flight runs

The Flight Cycle - every rocket, every flight



- You fly when your team is called. Have the rocket staged: charges unconnected, PicoSat armed switch OFF, demo motor OUT.
- At the pad, officials install the live motor and igniter. You arm your electronics only when the RSO says arm.
- Misfire: nobody approaches for 60 seconds; only the RSO or Pad Manager approaches and disarms.
- "HEADS UP" means a rocket is coming down ballistic or drifting: look up, walk, do not run blind.
- After landing: your two designated recovery members go out with the marshal. The PicoSat is NEVER opened in the field - the marshal walks it to the scoring table, officials pull the data, you get the hardware back.
- A distance verification form is signed at the landing point by the flight official and your representative.

Landing prediction - the sector system

Before you fly, submit your predicted landing SECTOR in writing, chosen from the official gridded sector map (sectors 1A, 2A, 2B and so on; the map is released to all teams before competition day). The centre of your predicted sector is recorded as your Predicted Landing Coordinate (PLC).

- Land anywhere INSIDE your predicted sector: accuracy penalty is ZERO.
- Land outside it: Accuracy Penalty = $D \times 10$, where D is the distance in metres from your sector's centre to where the PicoSat lands.
- Wind at flight time is yours to judge - simulate, watch the flags, pick your sector late.

Scoring on the day, quick recap

Final Score = (Altitude Penalty + Accuracy Penalty) - Bonuses. Lowest score wins, one champion per class.

Scored apogee comes from your PicoSat's own log, powered from the pad to landing. Bonuses: egg intact -500, clean full-descent data -500, graph quality up to -200. Full rules: the Game Manual, which always wins.

Your kit, on the day

- Fly what you built: the kit airframe with your modifications, your parachutes cut from the kit ripstop, your PicoSat on the kit avionics.
- DEMO MOTOR: bring it for pad-fit practice if you want, but it comes OUT before your flight. Officials fit the live motor. Never attempt to fly or open any motor.
- EJECTION CHARGES: bring your remaining charge(s) plus the top-up charge from the July 28 dispatch. Treat every charge as live: connect at the pad only, disconnect before touching electronics, store cool and dry.
- PICOSAT: SD card in and formatted FAT32, fresh 9V connected (batteries are NOT in the kit - bring one plus a spare), arming switch reachable from outside, buzzer unmuffled.
- EGG: your competition egg is verified raw at inspection. Any raw egg is a fair replacement if one breaks in transit.
- LAUNCH LUGS: both lugs glued, straight, and in line - it is on the inspection checklist. They ride the official 3/8 in rod.

What to bring

- Tools and spares: epoxy, tape, hobby knife, spare balsa/coroplast offcuts, your ballast (washers, coins, clay), and the kitchen scale.
- Your OpenRocket file on a laptop or printout of your final sim - inspectors may ask for your predicted apogee.
- Signed Participant Agreements for every member if not already on file - no waiver, no flight.
- Refillable water bottles (water stations on site), hats, sunscreen. There is little natural shade and the scored flights run through midday heat.
- Cash for the food vendors.

Food, water, facilities

Food and drink vendors are on site from morning - bring cash, card may not work in the field. Water stations run all day; refill often, especially between 11 and 2. Portable toilets and handwashing are at the staging area. A staffed first-aid point is on site: report EVERY injury, however small, to an official immediately.

Venue setup and access

The site is a flat coastal cane field roughly 2 hours east of Kingston. Vehicle access and parking are on the western edge; follow marshals' directions. Setup happens Friday, August 14: pit tents (with your team's name), pads, rods, PA, water, and toilets all go up before you arrive. Far teams may use the Friday afternoon early-inspection window (details via WhatsApp). Weather go/no-go is broadcast on WhatsApp by 6:00 pm Friday.

The non-negotiables

The Range Safety Officer's word is final on every flight. Anything landing without a deployed recovery device is a safety violation. Follow every instruction from officials the first time. This event runs on discipline - it is what lets us do it again next year.

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