

MODELING EVENTS

DURING

21st NATIONAL



Detailed description of model events to be held at the National Soaring Contest:

Saturday, July 31

2-5 p.m. — Hand Launched Glider
Limited Towline Glider

9-11 p.m. — Judging of scale points
for A/2 Flying scale event.

Judging of solid scale glider
event

Sunday, August 1

7-11 a.m. — A/2 Flying scale flying

1-5 p.m. — Nordic Towline Glider

In general, AMA (Academy of Model Aeronautics) rules will apply, with noted exceptions. Briefly the rules for the event will be as follows:

Hand-Launched Glider — No wing loading requirement; projected area of supporting surfaces must be at least 30 but not more than 130 square inches. No cross-sectional requirements. Models must be thrown by hand. Each contestant is allowed a maximum of three gliders. All timed flights are official. Nine official flights are allowed each contestant. Scoring is the total elapsed time of the best three flights. Maximum flight duration per flight is six minutes.

Limited Towline Glider — projected area of supporting surfaces not more than 350 square inches. Model must weight at least 10 ounces. No cross-sectional requirement. Models must be launched by the use of an inextensible line except for a length of not more than 20* inches which may be of some elastic material. The length of the towline measured without extension shall be no longer than 164* feet. Each contestant may enter no more than one glider. All timed flights of 40 seconds or more duration are official. Three official flights are allowed each contestant with six tries at the three. Scoring is the total elapsed time of the three official flights. Maximum flight duration per flight is six minutes.

Nordic Towline Glider — projected area of supporting surfaces between 496 and 527 square inches. Model must weight at least 14.46 ounces. No cross-sectional requirements.* Launching means same as for Limited Towlines. Each contestant may enter two gliders. All timed flights of 40 seconds or more duration are official. Five* official flights are allowed each contestant with ten* tries at the five. Scoring is the total elapsed time of the five* official flights. Maximum flight duration per flight is three* minutes.



E. J. Berry, Dick Rioux and Bo Robinson show their rubber powered models at Grand Prairie Airport.

A/2 Flying Scale — open to flying scale models of man-carrying aircraft powered by one or more engines not exceeding 050 cubic inch piston displacement each, each engine driving one propeller. Models shall weigh at least 150 ounces per cubic inch piston displacement. Judges will award scale points as per the suggested system in the AMA rules. Models shall be flown as judged. Launch may be either ROG (rise-off-ground) or hand-launched with bonus for ROG. Maximum flight time limited to 3 minutes. Engine run unlimited, minimum recorded will be 20 seconds for ROG. 30 seconds for hand launched flights. Four flight attempts are permitted. Best ratio of total flight time to engine run will be scored. Final official score will

be determined by multiplying scale points by flight ratio.

Age groups: Two, those older (senior) and those younger (junior), than 21st birthday.

Entry Fee: 50¢ per event.

Prizes: *Hand-launched glider*

Senior—1st—Glider ride

Subscription to SOARING
Trophy

2nd—Introductory membership in
S.C.S.A.

\$5. merchandise slip

3rd—Introductory membership in
S.C.S.A.

Junior—Same as Senior

*Limited Towline Glider and Nordic
Towline Glider*

Senior—1st—Glider ride

Subscription to SOARING
Trophy

2nd—Introductory membership in
S.C.S.A.

Nylon towline and reel

3rd—Introductory membership in
S.C.S.A.

Junior—Same as Senior

A/2 Flying Scale.

Senior—1st—Glider ride

Subscription to SOARING
Trophy

2nd—Introductory membership in
S.C.S.A.

\$5. merchandise slip

3rd—Introductory membership in
S.C.S.A.

Junior—Same as Senior

1953-1954 AMA rules are in general stated but figures with an () are changed to conform to recent amendments to the F.A.I. Sporting code for Model Aircraft.

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on the flow around an airfoil will be discussed. Emphasis will be on an appreciation of separation and its importance in determining the performance of models and sailplanes. There will also be a resume of the Nordic Model Towline Glider Finals results from Denmark and descriptions of other important model glider contests, both past and pending.