

R.C. Channel Chatter

FAI Provisional Rules for R.C. Soaring Gliders (Slope and Thermal Categories)

Adopted Nov. 1969

1. OBJECTIVE

The objective of these rules is to provide standards for two classes of competition for Radio Controlled Soaring Gliders. Class A competitions are for thermal or "flat-land" competitions while Class B are for Slope Soaring. If only a single site is to be used, the organizer must select either Class A or Class B, depending on the type of site available for the competition. The very nature of the two classes precludes the possibility of holding both competitions at exactly the same site. However, organizers may run a contest for both Class A and Class B using two separate sites at nearby locations if they so desire. The rules are presented in three parts. Part 1 contains general rules applicable to both classes. Part 2 contains rules for Thermal Soaring and Part 3 gives rules for Slope Soaring.

1.2 Characteristics of Models

Maximum surface area. 150 dm²
Maximum weight. 5 kg
Loading/on the supporting surfaces/
between 12 and 75 g/dm²

Radios shall be superheterodyne or able to operate simultaneously with other transmitters 50 kc from the control transmitter.

1.3 Competition Flights

The competitor has the right to three official flights. There is an official flight when the model has left the hands of the competitor or his assistant. The competitor can repeat his attempt on start only if:

- His model collides in flight with another model or an obstacle without the fault of the competitor or
- The flight was not judged by the fault of judges.

1.4 Cancellation of a Flight or Disqualification

a) The flight is annulled if the competitor used a model not conforming with FAI rules. In case of intentional or flagrant violating of the rules the competitor may be disqualified.

b) The flight is annulled if the model loses any part in flight. The losing of a part during landing is not taken into account/possibility of landing in mountainous country/.

1.5 Organization of Starts

The sequence of the competitors is determined prior to the beginning of the contest by lot. This basic sequence is valid for all rounds. However, the organizer may make minor shifts in position, i.e., he may call up a contestant as far as 4 positions ahead of the sequence, in order to conduct simultaneous flights on different radio frequencies. The organizer may call for up to six competitors to be airborne or in the process of launching simultaneously, provided this can be done with no radio interference to any competitor.

a) The competitor is entitled to 5 minutes of preparation time which is counted from the moment he is called to take place at the starting area.

b) When the preparation time has elapsed, the starter gives order to counting of working time, during which the competitor/his assistant/must launch his model. The working time is 3 minutes and is counted from the moment the starter gives his order.

1.6 Special Rules

a) The organizer can not begin the competition flights until all competitors have handed over all transmitters under the supervision of a special official. The official hands out the transmitter to the competitor at the beginning of the preparation time according to 1.5.a. During the whole preparation time he watches the competitor to prevent his switching on the transmitter before the preceding competitor has finished his flight.

b) Any test transmission during competition flights is forbidden and entails immediate disqualification.

c) The competitor must hand over his transmitter to the official in charge immediately after finishing his flight.

2. CLASS A RULES FOR THERMAL SOARING R.C. GLIDERS

2.1 The launch may be by hand towing, high start, or winch devices. Towing by moving vehicles such as bicycles or automobiles is not permitted. The length of rigid tow lines shall not exceed 150 meters when tested at a tension equal to twice the weight of the glider. For high start devices or other tow lines using elastic members, the stretched length at the time of launch shall not exceed 150 meters. The tow line shall carry a colored banner at least 50 cm long and 10 cm wide.

2.2 The glider shall be released from the tow line within 60 seconds after release of the glider by the launcher.

2.3 Scoring

a) One point will be awarded for each second from the time the model is released from the tow line to the time it touches down, up to a maximum of 360 points (6 minute max.).

b) One point will be deducted for each second flown in excess of 420 seconds (7 minutes).

c) Fifty additional points will be awarded for landing within a 25 meter diameter circle selected and marked by the organizer. No points will be awarded for the quality of the landing. The model does not have to touch down in the circle, but must come to rest with its nose within the circle to obtain the landing bonus. No landing bonus will be awarded if the flight time exceeds 7 minutes.

d) The score will be the total number of points earned for all three flights.

Note: For international competitions with limited entry the organizers may run more than three rounds provided they announce this prior to the end of the second round. When more than three rounds are flown, the score shall be the sum of scores for all flights. Also, at the discretion of the organizer, the maximum flight time may be increased to more than 6 minutes with a corresponding increase in the maximum possible score. This change must be announced prior to the start of the first official flight of the contest.

2.4 Site

The competition will be held at a site having reasonably level terrain that does not include the possibility of slope or wave soaring.

3. CLASS B RULES FOR CLASS B SLOPE SOARING GLIDERS

3.1 Launching

The competitor or his assistant launch the model by hand from the starting area indicated by the organizer.

3.2 Flight Requirements and Scoring

a) The competitor controls the model in such a way that it flies along the slope and passes two vertical mutually parallel planes perpendicular to the slope, the distance between which is 100 m. The course is marked in a suitable way, e.g., by two flags at each end. The number of completed passings is scored together with the landing on a rectangular area 50 x 100 meters (the longer side of this rectangle being parallel to the slope), marked by flags located at the corners.

b) For every passing between these two planes, irrespective of the direction of flight, the competitor is awarded 25 points.

c) Only the passings and the landings completed within 6 minutes from launching are scored.

d) One point will be deducted from each second flown in excess of 420 seconds (7 minutes).

e) The landing is scored according to the position of the nose of the model after stopping. Landing in the marked area is awarded 50 points. No points will be awarded for the quality of the landing.

Note: For international competitions with limited entry the organizers may run more than three rounds provided they announce this prior to the end of the second round. When more than three rounds are flown, the score shall be the sum of scores for all flights. Also, at the discretion of the organizer, the maximum flight time may be increased to more than 6 minutes with a corresponding increase in the maximum possible score. This change must be announced prior to the start of the first official flight of the contest.

3.3 Classification

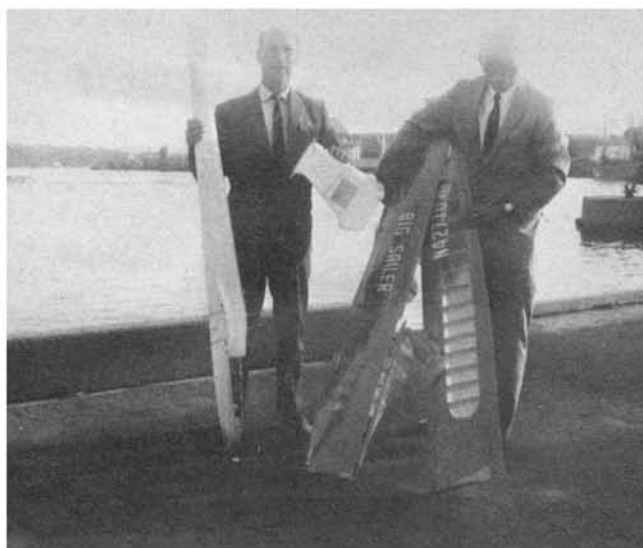
The final classification will be determined by the aggregate of points received for the best two flights. In the case of a tie for first place the third flight is decisive. If even then the two first competitors are in a tie then within half an hour after finishing the official starts these two competitors begin with a fly-off.

3.4 Organization of the Contest and Sports Officials

a) With the agreement of the international jury the organizer must not open the contest, or must interrupt it in the event that:

- the velocity of the wind is less than 3/ m/s or more than 20 m/s or
- the direction of the wind is incessantly deviating more than 45° from the direction perpendicular to the slope.

b) When marking the starting and landing areas and the turning planes the organizer must take into account the configuration of the terrain and the wind. Any changes in the flight and landing areas may be made only between flight rounds, i.e., every flight round must be finished in the same area.

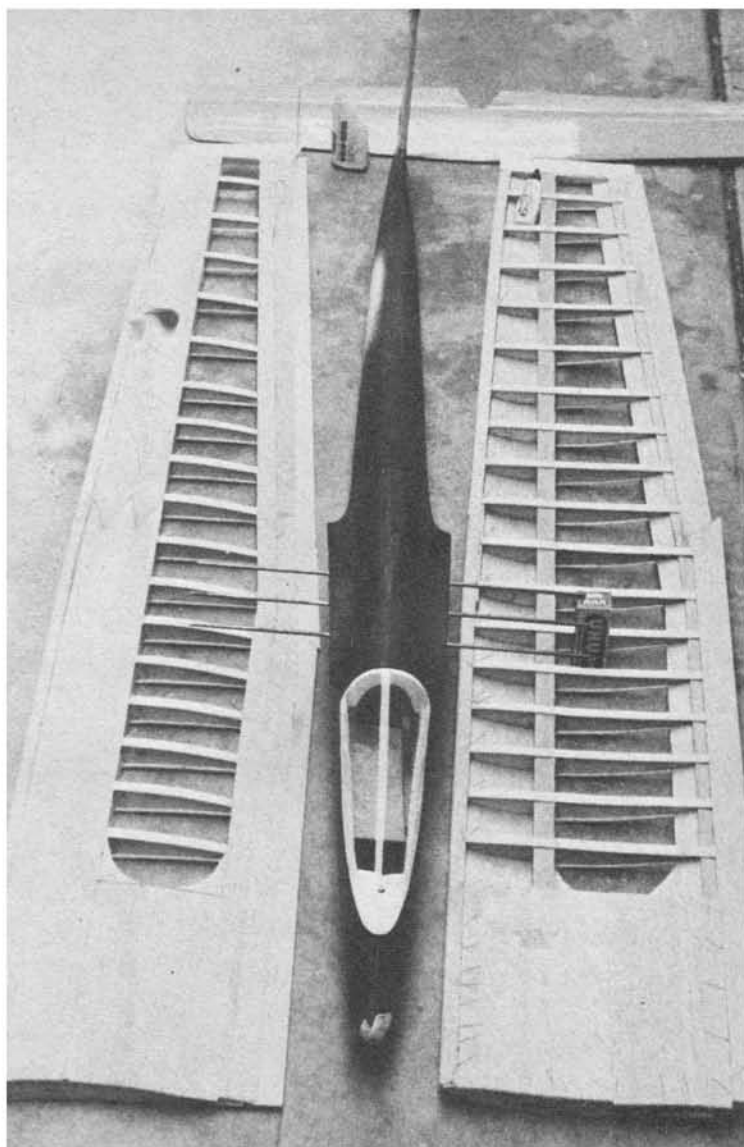


Death of the "Big Sailer." Eniar Myr and Dale Willoughby hold the remains of the glider at Oslo, Norway. Left wing sheared off in high winds, model did a half-spiral which shed other panel. It stuck the nose into Norway up to the canopy. PCS radio survived it all, but Dale left the remains abroad rather than tote pieces.

Lightly Loaded

**FM's "Lightly Loaded" presents soarers superb!
Good to have one of these thermal-eating aircraft handy,
when the spring thermals start to boil aloft.**

Harvey Sellman's beautiful "Zugvogel IIIA" from the Robbe kit. One of first to fly at Hughes Hill in California before site was lost to the dust of the motorcycles. Closed to all and posted.



Dale Willoughby's "Big Sailer" under construction. A modified Cumulus Zeus fuselage with Eppler E-385 airfoil and 1200 square inches of area. The glide proved slow and majestic with a gross weight of 9 lbs. It died gracefully in Norway attempting to set a World Record in Duration.





Witchcraft

FEBRUARY

Diane Robelen

At first I thought it was Nelson's big "KA-6E", but that would make our lovely Witch Diane about 30 feet tall, a frightening thing to contemplate! Can you imagine what would happen if you ever tracked balsa shavings over the freshly vacuumed rug with a 30 footer? And such problems in Ladies Wear too! Then I realized the lovely lady is not so big after all, it's just that Dave Robelen's tiny "Phoebus" is so small. It spans just 32", a scale replica of the German soarer. Total weight is 1-3/4 ounces, ready to fly. Receiver is an Albin, with a Bentert type homemade actuator. Witch statistics are highly classified, but the sum total is just right. Dinner on FM tonight Diane, I calculate 10 lbs. of woolly mammoth meat... Break up the dull monotony of winter, bring joy to the senile Editor's heart. Your best gal on film (retouch as necessary), and any old wreck (plane) will do. Aim them towards "Witchcraft", P.O. Drawer E, Centereach, L.I., New York 11720, U.S.A. Black and white photos, this size or larger.