

Final Vintage FAI Rules (03-02-10)

Preamble: The intent of the vintage FAI event is to build and fly the historic FAI power models as they were originally designed in a competition where the rules have reproduced each time period in such a way as to make one period reasonably competitive with the others. The overriding principal is to reproduce these models and competitions without adding modern enhancements that were not part of the history of this event; thereby preserving the historical integrity of the models of the various eras.

Some minor alterations have been made to the rules in order to compensate for current conditions such as field size and availability of some vintage resources. It is the expectation of the framers of this event that these rules are followed carefully so as to make each of these vintage periods enjoyable to fly in competition and to relive our enjoyment of these specialized vintage models.

1. Model Eligibility/FAI Specifications

Vintage Period 1: Models designed to rules in effect 1951- Dec. 31, 1955:

- Maximum Engine Displacement: 2.5cc (.15 cu.in.)
- Fuselage Cross Section = No cross section requirement
- Weight: Minimum weight is 200 grams per cubic centimeter. (17.64 oz for .15 cu.in)
- Engine run maximum is 20 Seconds.
- Fuel: No restrictions
- Minimum Surface Loading is 12g/sq. dm. (2.75 oz per 100 sq. in.) All areas are projected totals for wing and stabilizer.
- Launch method: Minimum one point ROG/VTO required (HL optional under certain conditions, see section 5.7 below for specifics).

Vintage Period 2: Models designed to rules in effect Jan. 1, 1956-1 Dec. 31, 1957

All rules are per vintage period 1 above, except as stated below:

- Maximum engine run is 13 seconds
- Launch method: VTO/ROG (HL optional)

Vintage Period 3: Models designed to rules in effect Jan. 1, 1958 - Dec. 31, 1960.

- All rules are per vintage periods 1 and 2 above, except as stated below
- Minimum Weight 300 grams per cubic centimeter(173.4 oz per cu. in or 26.4 oz for .15 cu. in engine.)
- Minimum surface loading is: 20 gm/sq. dm. (4.58 oz./100 sq. in.) All areas are projected totals for both wing and stabilizer.
- Maximum engine run is changed to 15 seconds.
- Launch method: Hand launch only.

Vintage Period 4: Models designed to rules in effect Jan. 1, 1961- Dec. 31, 1965.

As per Vintage Period 3, all rules apply except engine run decreased to 10 seconds.

Vintage Period 5: Models designed to rules in effect Jan. 1, 1966- Dec. 31, 1970.

As per Vintage Period 4, all rules apply except tuned pipes allowed and 80/20 fuel required.

Vintage Period 6: Models designed to rules in effect Jan. 1, 1971- Dec. 31, 1975.

As per Vintage Period 5, all rules apply except tuned pipes are banned.

Vintage Period 7: Models designed to rules in effect Jan. 1, 1976 - Dec. 31, 1979.

As per Vintage Period 6, all rules apply except engine run decreased to 7 seconds.

2. Engine Eligibility

Vintage Period 1:

Glow: K&B Green Head 09 & 15; Pre-1960 ST G-20S , OK Cub 14.

Diesel: Elfin 2.49, Elfin 1.49 , ED Racer, AMA 2.47, S.T. G-20 Sport

ED Racer, Webra Winner 2,46, Webra Mach 1 and 2, ED 2.46, Frog 1.5cc, Eifflander 2.46. Other diesels of the period.

Vintage Period 2 and 3 (in addition to the above list):

Glow: OS Max I,II, and III, Cox Sportsman and Olympic, Enya Mk. I, II,III. MVVS, Super Tigre G-20 (with 1960 printed on the engine case); Fox 15 early model

Diesel: Frog 2.49, Allbon Rapier 2.5, ED Racer 2.46, all Oliver Tiger 2.49, Oliver Tiger 2.43 cc Mk III, AM 25, Jaguar 2.5cc, Aero 2.5, Enya 15D, MVVS. Other diesels from the period.

Vintage Period 4 & 5: (in addition to the above lists)

Cox TD, TD Special and Mk II Special; ST G-20 (later model) and G-15, Fox Rocket 15X and 15XX, K&B .15 Series 61 and 64. K&B .15R, Johnson Bulldog 09.

Vintage Period 6 & 7: Rossi, Super Tigre, Cox Conquest, Cossi, A.D.15

*Replica diesels will be allowed in all classes if the original was allowed.

Nelson, VE engines or any other engines produced after 1979 are specifically prohibited.

3. Other Model Specifications

3.1 Motor Mounts - Any motor mount is acceptable (does not have to conform to the original design).

3.2 Glow plugs. Any glow plug may be used on any period model.

3.3. Propellers: Folding propellers are banned as are metal propellers.

3.4. Timers: Any mechanical timer may be used. Electronic timers are specifically prohibited.

3.5. Engine stoppage: Flood off may be used. Brakes are not allowed on any except for the Vintage Period 6 & 7 models.

3.6. Fuel Tank. Any type of fuel tank may be used.

3.7. Construction

3.7.1. Wings and Stabs must be tissue/silk covered if original design had open structure and not replaced with sheeting. Sheet must be used on the wing and stabilizer if the original design used it. No restrictions on covering materials. Micafilm/modern film may be used in place of tissue, silk, etc.

3.7.2. No aluminum/carbon D-box construction will be allowed on the wing or stab. Carbon spars and carbon capped ribs will be allowed. No carbon only TEs will be allowed. Balsa/Carbon TEs will be allowed. This rule applies to all vintage periods.

3.7.3. Modern fuselage construction will be allowed for any model that used a rolled tail boom on the original model. If the model used a box style construction for the fuselage, then this construction style must be duplicated.

3.8. Bunting: No bunting allowed.

3.9 VIT/AR Prohibition. No model may be equipped with AR/VIT or other device or enhancement unless specifically shown on the source plan.

3.10. Landing gear/prop savers are the choice of the builder, except, if the original had a wheel or wheels, the replica should have a wheel or wheels of identical diameter and characteristics.

3.11. Adding spars or false ribs will be allowed for strengthening purposes. A straight rib design may not be altered to cross rib or union jack style of construction.

3.12. Two piece wings will be allowed for any design.

3.13. Models will be identified by Vintage Period. The identification will be prominently displayed on the wing, and may be displayed on the fuselage and tail, if desired. The identification will be V-1 for Vintage Period 1, V-2 for Vintage Period 2, etc.

4. Competitor Information

4.1. Builder of the Model. The builder of the model rule as per AMA will be followed in this event.

4.2. Proxy flying. Proxy flying will be allowed. The builder of the model can make arrangements for a flier of the model/models or arrangements may be made with the CD by agreement with the builder. Models of deceased fliers may be flown according to NFFS rules.

4.3. Entry of multiple models and backup models. A competitor will be allowed to enter more than one model providing it is from a different vintage period. Example: A model from V-1 period and another from the V-2 or other period would be allowed as separate entries. The only requirement is that the contestant must pay another entry fee for each vintage period entered. All flights must be completed in the specified time period for each round. A contestant may use one backup model for each vintage period entered.

5. Contest Specifications/CD Requirement

5.1. CD Requirement: Prior to the start of the contest, the CD is required to state or post the requirements under which the contest will be conducted. The requirements include: Number of flights required, flights by round or by time frame, length of round or time frame, HL option, max times, and flyoff methodology.

5.2. Flight lines: Flight lines will not be used. Flights will be conducted from a 50 meter square box. Flights may be conducted at any location in the box at the discretion of the flier.

5.3. Rounds: Flights are to be conducted in rounds whenever possible, with 5 one hour rounds as the standard. At the discretion of the CD, the flights may be flown without rounds, but during a designated time frame; for example: 5 official flights recorded during a 4 hour time frame, etc.

5.4. Number of flights: The standard is that the first 5 official flights are for 3 minute maxes. However, at the discretion of the CD, flights may be reduced to 5 flights of 2 minutes max length or some combination of these two options. A chart of specified engine runs and max times follows.

5.5. Official Flights: A flight of under 40 seconds shall be classified as an attempt, and a contestant may have only two attempts to complete an official flight of 40 seconds or more.

5.6. Engine Run by Vintage Era and 3 Minute Max with Progressive Max Flyoff (Preferred option)

Vintage Era	Engine Run	Max Time	Flyoff Max Progression
1.	20 sec. VTO/ROG	180	4 min., 5 min., 6 min. etc. for all vintage classes, until one flier remains
1. (option)	17 sec. HL	180	
2.	13 sec., VTO/ROG	180	
2. (option)	10 sec. HL	180	
3.	15 sec. HL	180	
4.	10 sec. HL	180	
5.	10 sec. HL	180	
6.	10 sec. HL	180	
7.	07 sec HL	180	

5.7. Engine Run by Vintage Era and 2 Minute Max with Progressive Max Flyoff (Preferred option)

Vintage Era	Short Max Engine Run	Max Time	Flyoff Max Progression
1.	13 VTO/ROG	120	3 min., 4 min. 5 min. etc. for all vintage classes until one flier remains
1. (option)	11 HL	120	
2.	11 VTO/ROG	120	2.
(option) 8 HL		120	
3.	10 HL	120	
4.	07 HL	120	
5.	07 HL	120	
6.	07 HL	120	
7.	05 HL	120	

5.8. Engine Run by Vintage Era and 3 Min. Max with optional Reduced Engine Run Flyoff

Vintage Era	Engine Run	Max Time	Engine Run for Flyoffs
1.	20 sec. VTO/ROG	180	13 seconds - continue 3 min. max.
1. (option)	17 sec. HL	180	8 seconds - continue 3 min. max.
2.	13 sec., VTO/ROG	180	8 seconds - continue 3 min. max.
2. (option)	10 sec. HL	180	6 seconds- continue 3 min. max.
3.	15 sec. HL	180	7 seconds - continue 3 min. max.
4.	10 sec. HL	180	7 seconds - continue 3 min. max.
5.	10 sec. HL	180	7 seconds - continue 3 min. max.
6.	10 sec. HL	180	7 seconds - continue 3 min. max.
7.	07 sec HL	180	5 seconds - continue 3 min. max.

5.9. Engine Run by Vintage Era and 2 min. max with optional Reduced Engine Run Flyoff.

Vintage Era	Engine Run	Max Time	Engine Run for Flyoffs
1.	13 VTO/ROG	120	10 seconds - continue 2 min. max.
1. (option)	11 HL	120	8 seconds - continue 2 min. max.

2.	11 VTO/ROG	120	120	8 seconds - continue 2 min. max	2.
(option)	8 HL	120		6 seconds - continue 2 min. max	
3.	10 HL	120	120	7 seconds - continue 2 min. max	
4.	07 HL	120	120	5 seconds - continue 2 min. max	
5.	07 HL	120	120	5 seconds - continue 2 min. max	6.
	07 HL	120		5 seconds - continue 2 min. max	
7.	05 HL	120	120	4 seconds - continue 2 min. max	

5.10. Hand Launch Option for V-1 and V-2 Models

The standard is that all V-1 and V-2 models are either launched rise of ground or a minimum of one point VTO. However the contest director may declare these period models eligible for hand launch. If the CD announces this option, a contestant may still VTO/ROG if he chooses.

The engine runs for all flights can be found in the charts (5.6 - 5.9 above).

VTO/ROG flyoff flights may continue regardless of flyoff methodology listed above. A contestant may choose to mix his flights and flyoffs using HL and ROG/VTO interchangeably, as he determines, with the approval of the CD.

5.11. Flyoff requirements for Three Minute Maxes. The CD is empowered to determine the methodology for the flyoffs. Here are his two choices:

5.11.1. Adding Max Time: Add one minute to each successive flyoff flight until a tie is broken. Flyoff engine runs remain unchanged. An overrun disqualifies.

5.11.2. Decreasing engine run. Decrease engine runs for flyoffs but maintain the 3 minute max. An overrun disqualifies.

5.12. Flyoff requirements for Two Minute Maxes. The CD is empowered to determine the methodology for the flyoffs. Here are his two choices:

5.12.1. Adding Max Time. Add 60 seconds to each successive flyoff flight until a tie is broken. Engine runs remain unchanged from the first five flights. An overrun disqualifies.

5.12.2. Decreasing engine run. Decrease engine runs for flyoffs but maintain the 2 minute max. Continue flying until tie is broken. An overrun disqualifies.

5.13: Flyoffs. Flyoffs are to begin only after all rounds are completed and/or all contestants have completed their 5 official flights. Each flyoff round shall be conducted in a timed manner stated in advance of the flyoffs, for example: "Each flyoff round will be 30 minutes in length."

5.14. Other. Refer to the current FAI Code for any questions not covered by this set of rules.

*Note: A CD checklist card with this information capsulized is available from NFFS Publications.

Conversion Measurements

- A sq. decimeter is 15.5236 sq/ in.
- 28.349 gms equal one ounce.