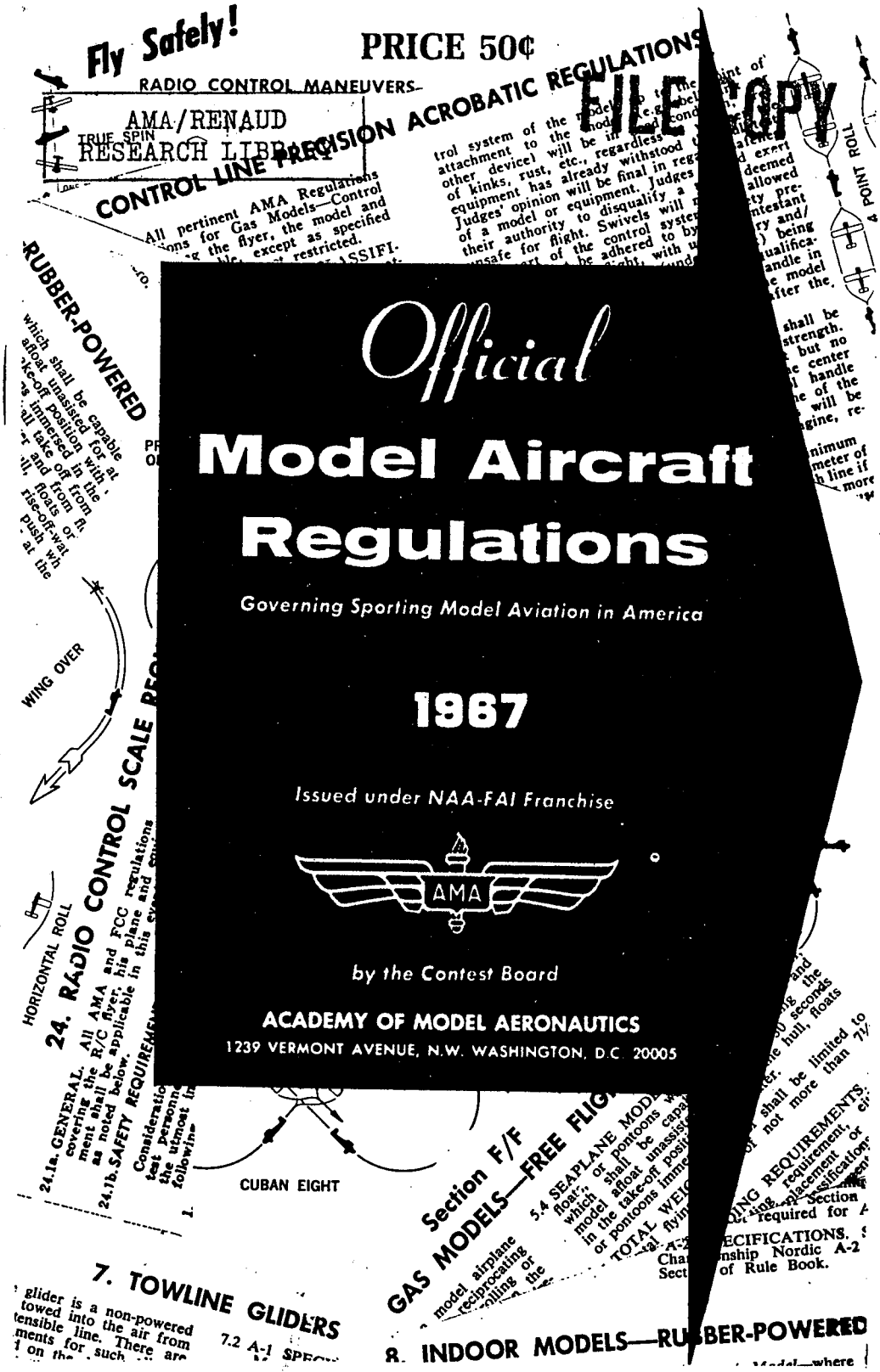
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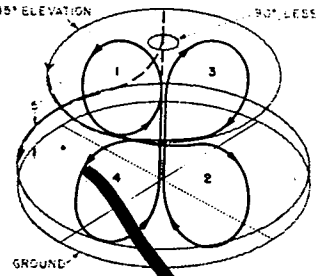


Errors: Entry is not within 2 feet of 45° elevation point. Loops are rough or not of equal size. Paths connecting loops are not properly horizontal or vertical according to the maneuver sketch. Bottoms of lower loops are not at 4-6 feet height. Tops of upper loops are not 3-7 feet below the 90° point over the flyer's head. Loops are not properly tangent to form a square pattern. Model recovers before it has flown vertically through the clover pattern.

21.15.16 LANDING. A correct landing is judged when the model makes a smooth realistic approach, touches down smoothly with no bounce, and comes to a stop without having touched any part of the model to the ground other than the landing gear. Two or 3-point landings are permissible.

Maximum 40 points. Minimum 0 points.

Errors: An error is scored anytime the model bounces or touches any part of the model to the ground other than the landing gear. Crash, flip-over, belly or upside-down landing receives no score. Any unusual circumstances surrounding the above errors which may cause an error not within the pilot's control will be judged accordingly.

21.16 NOTE. Illustrations are for counterclockwise flight and are reversed for clockwise flying.

PRECISION ACROBATIC SCORE SHEET

Name_____ Contestant or AMA No._____

	POOR	FAIR	GOOD	EXCELLENT	SCORE
Workmanship	4	6	X	10	8
Realism	4	6	X	10	8
Finish	4	6	8 X	10	9
Originality		6	8	X	10
Starting (within 1 Min.)				X	5
Take-off		20	30 X	40	32
Reverse Wing Overs	10	20	30 X	40	35
Inside Loops (3)	10	20	30	X	40
Inverted Flight (2 laps)	10		X 30	40	28
Outside Loops (3)	10	20	30 X	40	32
Inside Square Loops (2)	10	20	X	40	30
Outside Square Loops (2)	10	20	30 X	40	35
Triangular Loops (2)	10	20 X	30	40	22
Horizontal Eights (2)	10	20		X	40
Horizontal Square Eights (2)	10	20	3	X 40	38
Vertical Eights (2)	10	20	30	X 40	35
Hourglass Figure	10	20 X	30	40	25
Overhead Eights (2)	10	20	30 X	40	32
Four-leaf Clover	10	20	X 30	40	28
Landing	0	10	X	0	25
Flight Pattern				2	25
TOTAL					542

22. RADIO CONTROL PATTERN EVENT REGULATIONS

22.1 OBJECTIVE: To control by radio a model airplane so that various planned maneuvers may be accomplished. The criterion is the quality of performance, not the mechanism of control. R/C competition is based on the excellence of performance of the model's maneuvers, compared to similar maneuvers performed by a full-sized plane. Maneuvers shall be judged according to the AMA Radio Control Judges Guide.

22.2a GENERAL REQUIREMENTS: Models may be of the reciprocating internal combusion engine-powered type with no limit on engine size or length of run, or of the towline glider type, with no limit on length of towline. No model may weigh more than 15 pounds gross weight ready for take-off. Engine displacement limit is .61 cubic inches, total.

22.2b *SAFETY REQUIREMENTS:*

Considerations of safety for spectators, contest personnel, and other contestants are of the utmost importance in this event, and the following safety provisions *must* be observed.

1. All models must pass a general Safety Inspection by the Event Director or his representatives before they are allowed to compete.
2. Any flying over a controlled spectator area will be cause for immediate disqualification of that flight.
3. Dangerous flying of any sort, or poor sportsmanship of any kind, shall be grounds for disqualification of the contestant involved.
4. All planes entered must have rounded prop spinners, or some sort of safety cover on end of propeller shaft (such as a rounded "acorn nut").
5. Knife-edge wings are not allowed.

22.3 All radio equipment and operation must conform to the regulations of the F.C.C. AMA membership card and F.C.C. license of each entrant shall be checked at every sanctioned meet.

22.4 GENERAL: The Radio Control Pattern Event shall be divided into three classes, based on three primary aerodynamic axes of control: Yaw, Pitch and Roll. Note: Primary controls—Rudder, Elevators, Ailerons; Auxiliary controls—any non-Primary controls.

a. No radio equipment limitations or requirements in any class.
b. Engine control is permissible in all classes, by any means—trimmable, proportional, selective positioning, etc.—operable simultaneously with, or independently of, other controls.

1. *Class I*—Planes controlled about the Yaw axis, by Rudder Control only. No auxiliary aerodynamic controls are permitted (flaps, spoilers, etc.); no auxiliary non-flight controls are permitted (brakes, steerable wheels, etc.) Trim of the Rudder Control is permissible only if obtainable with the basic actuator used for Rudder control—no additional servos, actuators or devices are permitted. Rudder control permissible by any means—selective positioning, proportional, etc.
2. *Class II*—Planes controlled about the Yaw and Pitch axes, by Rudder and Elevator control only. Rudder and elevator control permissible by any means, simultaneously independently or otherwise. Auxiliary non-flight controls (brakes, steerable wheels, etc.) are permitted without limitation or restriction. Auxiliary aerodynamic controls (flaps, spoilers, etc.) are not permitted.
3. *Class III*—Planes controlled about the Yaw and Pitch and Roll axes; by Rudder, Elevator and Aileron controls, with no limitations or restrictions on primary aerodynamic controls, auxiliary aerodynamics controls or auxiliary non-flight controls.

22.5 A Class I plane may be entered in either of the other classes, at the option of the flier, and a Class II plane may be entered in class III. Scores for all three classes shall be listed separately. Contestant shall be permitted to enter in only one of the three categories listed in Para. 4 (22.4 GEN.). A plane is considered "entered" when it has completed an Official Flight.

22.5a. Two (2) airplanes allowed, to be labeled "one" and "two." The contestant may choose to enter either plane at the beginning of the meet and shall continue to use such plane unless, and until, said plane shall be damaged to the extent that it cannot be readily repaired. Contestant then may, upon notification to the Contest Director, substitute plane number two for the balance of the meet with no penalty.

Under no circumstances will contestant be allowed to re-submit plane number one after it is taken out of competition. No substitution of parts between one plane and the other will be permitted other than engines and radios. That is to say, the wing off of one airplane may not be used on the other airplane in the event number one should sustain only wing damage.

22.6 NUMBER OF FLIGHTS. There shall be no limit on the number of flights (other than that imposed by time available). Contest officials shall make every reasonable effort to insure that all contestants receive equal opportunity to fly.

22.7 OFFICIAL FLIGHT. A flight is considered official if two maneuvers, other than take-off and landing, have been judged. An attempted maneuver yielding zero points is still considered "judged."

22.8 TIME LIMIT:

A Class I contestant is allotted a total of nine minutes.

A Class II contestant is allotted a total of eleven minutes.

A Class III contestant is allotted a total of eleven minutes.

In all classes the contestant must commence his flight within the first three minutes. When he fails to commence within the three minutes time limit, and is so informed by the judge, he must immediately clear the area for the next contestant.

No engine restarts are permitted after the first maneuver—engine restarting is permitted only within the first three minutes of allotted time and only prior to scoring of the second maneuver

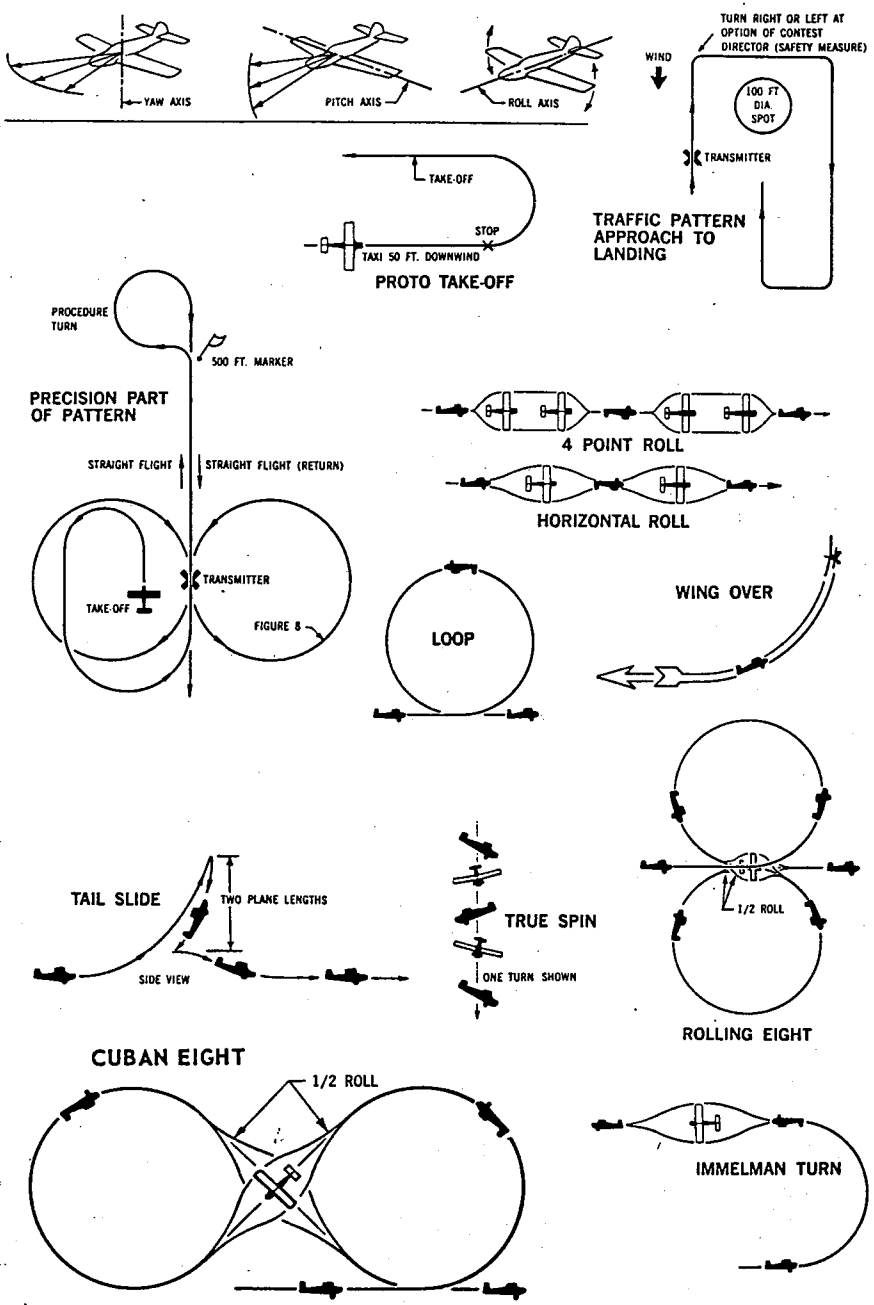
22.9 The highest score for the total of two best flights shall be the winner. Maneuver points from repeat flights may not be added to earlier flights. Each flight is complete in itself. In case of ties, the third best flight scores of the contestants concerned shall be used to determine the winner (if only two flights have been scored during the normal contest time, the highest single flight score of the contestants concerned shall determine the winner). There is no minimum number of flights which must be scored.

22.10 POINT SYSTEM: A point system shall be used to score maneuvers. Each maneuver shall judged on a scale of zero to five.

22.11 FLIGHT PATTERN: The contestant must fly his entire flight according to the established Flight Pattern and in the order listed.

The contestant may waive any maneuver except those numbered 2 through 6. Maneuvers performed out of order will not be judged.

RADIO CONTROL MANEUVERS–



The contestant must call out each maneuver before he attempts to perform it. ALL THREE CLASSES WILL USE THE SAME FLIGHT PLAN. (Except for maneuvers 9a, 9b).

MANEUVERS:

1. *Proto Take-off:* Model will be taxied realistically downwind at least 50 feet from point of engine start, stopped, then turned at least 120 degrees into the wind and takeoff made on this heading.
2. Deleted. Continue with No. 3.
3. Straight Flight. Approximately upwind from directly over transmitter to marker 500' away. Judge will announce arrival over marker. (Judges may reduce distance in windy weather.)

Note: On maneuvers 3–6, maintain constant altitude for top points.

4. Procedure Turn. 90 degrees left, starting just beyond marker, followed by immediate 270 degree right turn.
5. Straight Return Flight from marker to directly over transmitter.
6. *Figure Eight.* Axis perpendicular to wind. Smooth equal circles, crossing over above the transmitter.
7. *Touch and Go.* While traveling in a straight line, plane must land and take off again. In the judges opinion the plane must be completely unairborne, but must not come to a stop on the ground.
8. *Wing Over.* 180 degree change in direction, with level recovery at same altitude as entry.

9a. *Three Continuous Horizontal Axial Rolls.* Straight level recovery on same heading as entry.

9b. Class I and Class II planes may substitute *three continuous barrel rolls* for the above.

10. *Immelman Turn.* Half loop followed by half roll at top. Level recovery at higher altitude than entry.
11. *Three Continuous Inside Loops.* Smooth, round, equal sized, all at the same altitude. Straight and level recovery.
12. *Four Point Roll.* One complete axial roll with a pause in the roll and a short but obvious straight flight at each 90 degree point of the roll.
13. *Three Continuous Outside Loops.* Smooth, round, equal sized, all at the same altitude. Straight and level recovery.
14. *Cuban Eight.* Horizontal eight performed by means of two delayed Immelman turns. See diagram.
15. *Three Turn True Spin* (not spiral dive). Model must enter spin from a stalled attitude. Three complete turns, recovery on same heading as entry.
16. *Inverted Figure Eight.* Smooth equal circles, cross over transmitter. No restriction as to how inverted flight starts, however entry and recovery must be inverted.
17. *Rolling Eight.* One inside loop followed by a half roll immediately followed by another inside loop followed by a half roll. Entry and recovery on the same level. Maneuver creates a vertical eight with one loop above and the other below the entry-recovery axis.
18. *Tail Slide.* Under moderate power the model is allowed to stall in a vertical attitude. After a controlled slide downward on the tail, the model recovers normal flight at the same level from which the initial stall was entered.
19. *Vertical Eight.* Level entry, one complete inside loop, followed immediately by one complete outside loop, directly below, with level recovery at the same altitude as the entry. The complete maneuver is an eight in the vertical plane.
20. *Traffic Pattern Approach to Landing.* Fly upwind over transmitter, turn 90 degrees (right of left at the option of the Contest Director—safety considerations will determine which) fly straight 100', turn 90 degrees downwind, start to descend and fly as far as the contestant feels is necessary to make as safe approach. All turns must be made at a safe altitude. Judges are required to give zero points for this maneuver if in their opinion turns are made at unsafe altitudes. Turn 90 degrees cross wind, finally turn up wind onto the final leg. Maneuver is over when plane is within 6' of ground.
21. *Landing Perfection.* Smooth and realistic approach, smooth and realistic landing with no bounce—full points—graduated to minimum points for extremely rough approach, rough landing with bounce but without nose-over due to poor control. (Might be due to poor surface conditions.) Mandatory zero points for nose-over, intentional dive in, or landing not within clear view of Judges.
22. *Spot Landing.* The spot shall consist of a circle 100' in diameter. For landing within this circle with the main gear of the plane, the Judges will award points equal to those earned in the landing perfection.
23. *Proto Taxi to Hangar.* After touching down, model is brought to a complete stop, then taxied over realistically and brought to a stop with the main landing gear within a 3' circle designated as the "hangar". Said "hangar" to be outlined close to the start line for the proto takeoff.

22.12 FIELD PROCEDURE. The procedures listed below are suggested, and may be altered by the Event Director to fit local conditions.

22.13 All R/C contestants shall be set up in "pits" at spot assigned by Event Director, so they will be under his immediate control.

22.14 There will be no testing of transmitters or receivers during the flying period. Transmitters may be impounded at discretion of Event Director. Any person causing interference will suffer immediate disqualification. The Event Director will provide a monitor receiver to check for interference.

22.15 The flight order shall be determined by position of contestants' signatures on a *single Flight List* held by Event Director or his representative. This list shall include all classes and frequencies. Contestant shall have his name on List only once at any one time; names may be moved to bottom of List on request, but trading of positions with other contestants is not allowed. When a contest is to be continued on a following day, the Flight List shall carry over from day to day.

22.16 Event Director shall carry out following procedure:

a. Numbers 1, 2, and 3 on Flight List shall be on flight line with their models, equipment, and one helper if desired. No 1 is contestant flying or ready to fly, No. 2 is next man to fly, etc.

b. The No. 1 man shall have 3 minutes from completion of preceding flight in which to release model for the start of his flight. False starts are permitted within the 3 minute limit. Failing to start flight within this limit, contestant must immediately remove his plane and equipment to the pits. It shall be responsibility of Event Director or his representative to notify contestant of start and end of 3-minute period.

c. Numbers 4, 5, and 6 on the Flight List shall have their planes and equipment in a ready box located near the flight line. As soon

as a flight is completed, the No. 4 man becomes No. 3 and shall be requested to move his model and equipment onto the flight line. If he is not on hand to do so, he shall be dropped from the Flight List, and the List advanced to fill his place. The Event Director or his representatives shall be responsible for notifying contestants when they are to move to ready box or flight line.

22.17 When technically possible and when judges and space are available, it is strongly recommended that two or more flights be flown simultaneously, under the following conditions:
a. Separate take-off and landing areas sufficiently spaced cross wind from each other to minimize engine noise and flight path interference.
b. Contestants flying simultaneously shall carefully check receiver and transmitter operation before take-off, to be sure no interference between them is possible.
c. Contestants flying simultaneously must be no more than three positions apart on the Flight List. Event Director or representative shall, where possible, select contestants at top of Flight List so that contestants flying on compatible frequencies are on flight line together.
d. Should a contestant oppose flying simultaneously with someone else, he may cancel his turn and re-sign at the bottom of the Flight List.

22.18 OFFICIALS. An Event Director, a Dispatcher-Recorder and Judges are the essential officials for an R/C Event. If possible, the Dispatcher-Recorder should have at least two helpers.

22.19 Each flight should be judged by at least two Judges, with their scores averaged to give final score for the flight. It is suggested that each maneuver be scored immediately after it is performed. Judges shall score maneuvers individually and without consultation between them. There should be enough judges available to establish a rotational procedure which will average out variations in judging.

23. RADIO CONTROL PYLON RACE REGULATIONS (SOLO)

23.1 OBJECTIVE. The purpose of this event is to cover the prescribed course at the highest possible rate of speed. Race results will be posted in miles per hour.

GENERAL:

23.2 All AMA and FCC regulations covering the R/C flyer, his plane and equipment shall be applicable to this event, except as noted herein.

23.3 There shall be no limitations on the type of equipment fitted to the plane, or the number of controls.

23.4 The contestant shall be allowed only one entry in the R/C Pylon Event, but this may be in addition to any entries he might have in the R/C Pattern Event or R/C Scale Event. The same plane may be entered in more than one event if it meets all of the model requirements of each of the events entered.

MODEL REQUIREMENTS:

23.5 This event shall be flown on the basis of a single category only, and only one set of records will be kept by the A.M.A. However, to allow for individual preferences and available equipment, models with the following specifications may be flown in the event: Maximum engine displacement of .20 cubic inches, with a minimum wing area of 38 square inches for each .01 cubic inches of engine displacement.
Examples: 049-186 sq. in.; .10-342 sq. in.; .15-570 sq. in.; .19-722 sq. in. Total area of delta wings will be used to find area.

23.6 AMA license numbers shall be displayed prominently on the upper right wing panel and the lower left wing panel.

23.7 Radio control frequency shall be displayed on each side of the fuselage.

23.8 Racers may not use drop-off or dolly landing gear, but must carry such gear with them. Retractable gear is acceptable *provided* that it is lowered for landing.

SAFETY REQUIREMENTS:

23.9 Considerations of safety for spectators, contest personnel, and other contestants are of the utmost importance in this event, and the following safety provisions *must* be observed.

23.10 All models must pass a general Safety Inspection by the Event Director or his representatives before they are allowed to compete.

23.11 Any flying over a controlled spectator area will be cause for immediate disqualification of that flight.

23.12 Dangerous flying of any sort, or poor sportsmanship of any kind, shall be grounds for disqualification of the contestant involved.

23.13 All planes entered must have rounded prop spinners, or some sort of safety cover on end of propeller shaft (such as a rounded "acorn nut").

23.14 Knife-edge wings are not allowed.

COURSE:

23.15 The course shall be 1 mile (528') long, and shall be indicated at each end with crosses (hereafter called Markers) drawn on the ground, or by vertical pylons. Where possible, the course shall be in line with the prevailing wind. Models must circle outside of the Markers.

23.16 A Start-Finish line at right angles to the course shall be provided at the downwind end of the course, 100 ft. upwind from the downwind marker.

23.17 The pit area and Ready Line of those waiting their turn to fly shall be at least 200' to one side of the centerline of the course. Pit and/or spectator areas *should not* be on the side of the course that is used by the planes on their *upwind* leg. If the layout does not permit this arrangement, an additional 100' set-back must be used.

23.18 The modeler who is flying may place his equipment at any point within a 100' radius at the Start-Finish line.

23.19 Spectators must be kept at least 300' each side the centerline of the course, and the same or greater distance beyond the upwind Marker. No spectators shall be allowed downwind of the course. Pit and/or spectator areas *should not* be on the side of the course that is used by the planes on their *upwind* leg. If the layout does not permit this arrangement, an additional 100' set-back must be used.

RACE PROCEDURE:

23.20 If the Pylon Race is being run during a meet where other R/C events are also in progress, it is suggested that the Pylon entrants operate from the same flight line as those in the other events, to preclude possibility of interference.

23.21 All flights shall be ROG with release at the Start-Finish Line, unless Event Director certifies that ground conditions do not allow this, in which case hand-launch may be used. Hand-launched flights are not eligible for AMA record recognition.

23.22 Each flight will be timed from the instant model is released for ROG take-off (or is hand-launched), will continue for 5 complete laps (a lap being considered as one trip each way between the two Markers), and will end as the plane passes the Starting Line.

23.23 All laps shall be flown counterclockwise, with turns to the left.

23.24 Flyer will have 3 minutes from time he is called, to get his engine started, equipment turned on and checked, and the plane released for ROG (or hand-launched).

23.25 Flight time shall be 4 minutes, and plane must be landed within this time, or the flight cannot be counted.

23.26 If the model fails to fly outside the Markers, it must recircle the missed Marker, or the flight will not be scored.

23.27 Two or more planes may be flown at a time, if the equipment allows this and there are sufficient Judges and Timers. If this is done, there should be a Timer for each plane in the race, and preferably a Marker Judge to keep track of each plane.

23.28 The Marker Judge shall give no signal unless the plane has failed to round the Marker, in which case he will wave a flag.

OFFICIALS:

23.29 In addition to the Event Director, there shall be a Timer who also functions as a lap counter, and a Judge at the far Marker to check that all turns are legal. The Timer shall act as Marker Judge at the starting point. A Recorder should be available to keep records.

24. RADIO CONTROL SCALE REGULATIONS

24.1a. GENERAL. All AMA and FCC regulations covering the R/C flyer, his plane and equipment should be applicable in this event, except as noted below.

24.1b. SAFETY REQUIREMENTS:
Considerations of safety for spectators, contest personnel, and other contestants are of the utmost importance in this event, and the following safety provisions must be observed.
1. All models must pass a general Safety Inspection by the Event Director or his representatives before they are allowed to compete.
2. Any flying over a controlled spectator area will be cause for immediate disqualification of that flight.
3. Dangerous flying of any sort, or poor sportsmanship of any kind, shall be grounds for disqualification of the contestant involved.
4. All planes entered must have rounded prop spinners, or some sort of safety cover on end of propeller shaft (such as a rounded "acorn nut").
5. Knife-edge wings are not allowed.
6. There will be two weight classifications:
Class I: Models which weight no more than 15 lbs. gross weight, ready for flight, except for fuel.
Class 2: Restricted to multi-engine models which weigh from 15 lbs. to not more than 20 lbs. gross weight, ready for flight, except for fuel. Maximum wing loading permitted in Class 2 will be 35 ounces per sq. ft. Contestant must affirm to the Contest Director that model has been successfully flown prior to the contest.
Wing area measurement will include that portion of the normal wing contour in or on the fuselage.
7. Maximum total displacement of the engine(s) will not exceed 1.25 cu. inches. The use in the Scale Event of single engines which are larger than .61 cu. inches displacement, but not more than 1.25 cu. inches, will be covered by AMA insurance at sanctioned AAA or larger meets only.

24.2 There shall be only one category for R/C Scale. There are no limitations on the radio or mechanical equipment used by the contestant.

24.3 Contestant will be allowed only one entry in R/C Scale. This is in addition to any entries he may make in the R/C Pattern or R/C Pylon Race Events. The same plane may be entered in more than one event if it meets all of the model requirements of each of the events entered.

24.4 QUALIFICATION FLIGHT: The Contest Director may, but need not, require RC Flying Scale models to make a qualifying flight before Scale Judging takes place. The flight will consist of the following maneuvers from the Flight Plan:
1. — Unassisted R.O.G.
2. — Figure Eight
3. — Landing Perfection
In order to qualify, the flier must have a minimum total score of 3. Qualifying score will be recorded and in the event no further flights are made, shall be used in calculating contestant's official score. Flight time will be 3 minutes, time beginning upon release of model. Three minutes will be allowed to start the flight. Additional time will be allowed for extra engines as indicated in section 24.11. Any damage to the model caused by this qualifying flight shall be disregarded by the Scale Judge during Scale Judging and shall not count against the contestant. Refer to Flight Plan rules for flight scoring and judging instructions.

24.5 SCALE JUDGING shall be done according to the provisions of the unified Flying Scale Regulations, Regulation 25.

24.6 SCALE OPERATIONS. The following operations must be accomplished in flight. The operations chosen must have actually been used by the prototype aircraft.
(a.) Multi-engines. 20 Points will be scored each engine in excess of one. To obtain maximum points engines must be of equal displacement unless engines of the prototype aircraft were of different sizes, in which case the model engines may vary proportionately. Extreme variation from scale engine sizes will be heavily penalized. Extra engines must also run the full length of the flight to be eligible for maximum points. Score will be reduced proportionately depending on length of time running.
(b.) Retract and extend landing gear.
Maximum—20 points
(Gear must be retracted immediately after takeoff and extended for landing.)
(c.) Extend and retract flaps
Maximum—10 points
(Flaps will be extended before commencing taxi maneuver and used during takeoff. They will again be extended before the touch and go and/or landing. At conclusion of taxi maneuver they will be retracted.)
(d.) Drop bomb(s). Maximum—5 points
(Bombs must be carrid and dropped in the same manner as the prototype.)
(e.) Agricultural spraying or dusting.
Maximum—5 points
(f.) One lap pylon speed demonstration (for specific pylon racer types only) or speed

pylon.

20.2 It will be required that all models are to be flagged after they pass the number 1 pylon and not before. There will be no flagging at the number 2 and 3 pylons unless a pylon is cut. There will be no pilot's helpers at any of the pylons.

20.3 At the number 2 and 3 pylons the official flagman will stand in close proximity to the pylons they are judging. Sufficient personnel are not available to act as flagmen for each entrant, one flagman can be used at each the number 2 and 3 pylons. He will use an appropriate method to notify a missed pylon to the flier in question.

20.4 A Maximum of 4 planes per heat will be allowed.

20.5 A three minute time limit for starting the engine will be allowed. A 6 minute flight time will be the maximum endurance of any flight. Any time over that will be disallowed and not counted.

20.6 All laps are to be flown counter-clockwise with turns to the left.

20.7 No minimum altitude required for racing.

20.8 There will be no recircling of missed pylons. One unintentional missed or cut pylon will be allowed. If a second pylon is cut the contestant will have to perform an extra lap. If a third pylon is cut this will be allowed. If a 4th pylon is cut, two extra laps will be required. If any more pylons are cut during the make up laps the contestant's flight will be disqualified.

20.9 All cut pylons will be unintentional cuts. Any intentional cut will cause disqualification of that flight. An intentional cut pylon is where the model missed the center of the pylon by more than 20 feet inside the prescribed course.

20.10 Making one insurance lap in all races is recommended.

NOTE:

The guide for these rules is patterned after official NAA 1949 specifications for 190 cubic inch class racing airplanes. The source of reference was, NATIONAL AIR-RACE SKETCHBOOK by Buehl and Gann, published in 1949 by Floyd Clymer.

21. MINIMUM SCALE

An alternate model size limitation is a minimum of 2 3/8" ft. for a scale model of a 190 cubic inch racer. The scale will be determined by the model's wing span and average chord as compared to the full size racer's dimensions.

The minimum scale of 2 3/8" is to allow the entry of unorthodox scale 190 cubic inch racers that do not fit into the wing area-span requirement previously set forth. Maximum Scale will be 3"/ft.

22. RACING NUMBER AREA LETTERS

There will be a letter of a minimum height of ½ inch following the owners racing number. This letter will be on all racing numbers with the bottom racing number letter on the wing optional.

The assigned letters are as follows:

A—Northern California

B—Central California; Hawaii

C—Southern California

D—Nevada; Utah; Arizona

E—Oregon; Washington; Idaho; Alaska

F—Colorado

G—Montana; Wyoming; South Dakota; North Dakota; Nebraska; Kansas

H, I—New Mexico; Oklahoma; Texas; Arkansas; Louisiana

J—Maine; New Hampshire; Vermont; Massachusetts; Connecticut; Rhodes Island.

K, L, M—New York; New Jersey

P—Ohio; Pennsylvania; West Virginia

Q, R—Maryland; Virginia; North Carolina; Delaware; Washington, D.C.

S,T—Tennessee; Mississippi; Alabama; Georgia; Florida; South Carolina

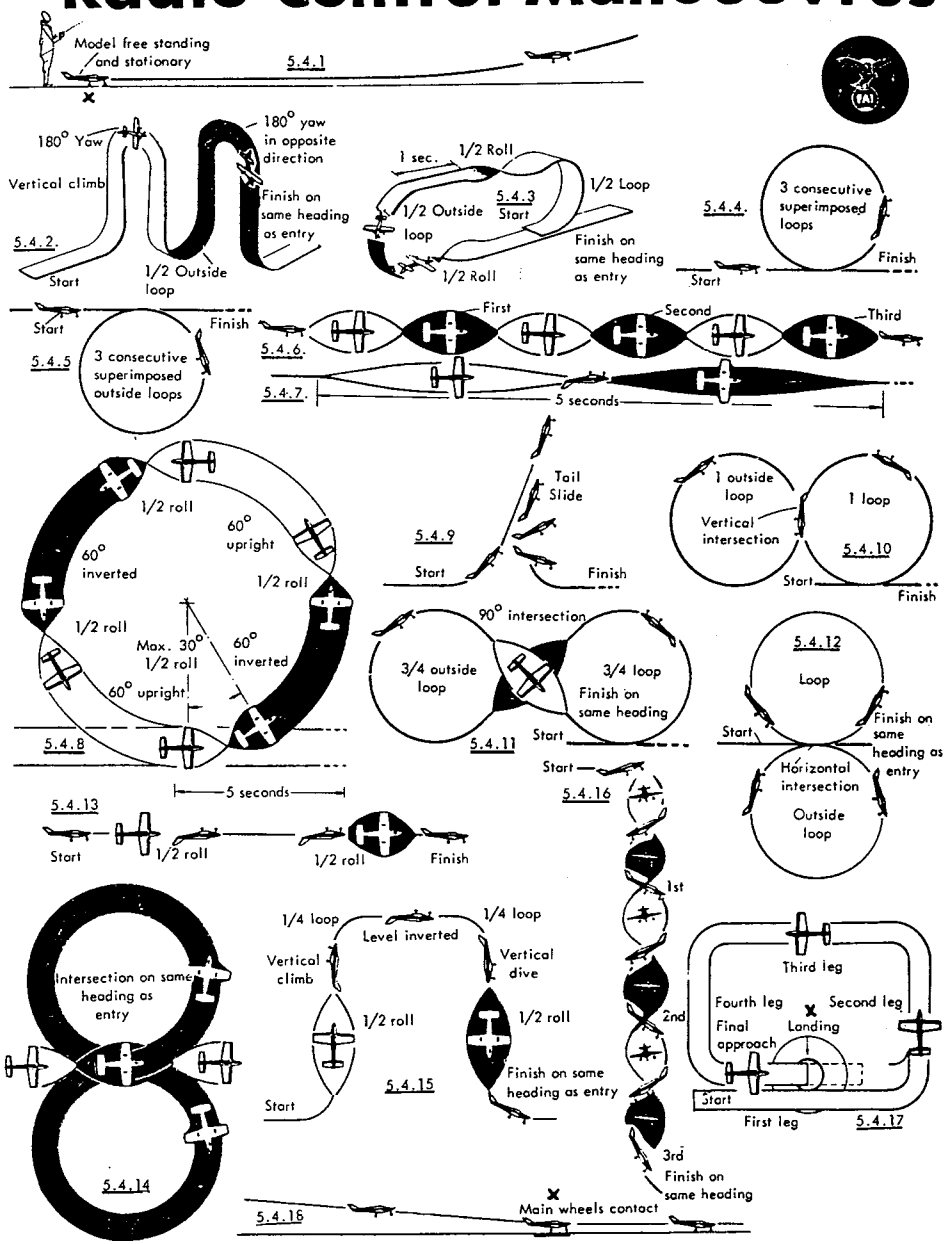
U, V—Missouri; Illinois; Indiana; Kentucky

W—Minnesota; Wisconsin; Michigan; Iowa

An example of this number system is 76E or 14C.

National Miniature Pylon Racing Association
Secretary-Treasurer: Gil Hoffman
613 Donner; Las Vegas, Nevada

F.A.I.
Radio Control Manoeuvres



Maneuver Drawings Courtesy of Aeromodeller Magazine