

### G.3.17 LA .15 Scale Race Rules - **PROPOSED**

- 3.17.1 The "Control Line Racing Unified Rules" (G.3.1 through G.3.12) apply except as specified in this section (G.3.17).
- 3.17.2 PURPOSE: It is the intent that this event will provide the competitor with a racing event which is low in cost and fun to fly while providing a good training ground for those who wish to move on to more advanced forms of racing.
- 3.17.3 ENGINES: ***The only allowable engines are the OS Max 15LA engines (OSMG0016 11532 15 LA) provided to the entrants at the start of the race by the Event Director.***
- .1 One engine will be supplied to each entrant; each engine will be selected at random from the pool of available engines.
  - .2 If the pool of engines is too small for the number of entrants, engines will be shared. This must not be done in any way to disadvantage an entrant; time must be provided to allow engines to be swapped, cooled, and run up as necessary.
  - .3 The supplied engines will be collected by the Event Director at the end of the race. Supplied engines are not to leave the field.
  - .4 The engines provided will be "stock" except for the following modifications ***already installed***:
    - .1 Phillips screws replaced with hexagonal cap-head screws.
    - .2 Muffler removed.
    - .3 Rear-mounted needle valve removed.
    - .4 Carburetor replaced by an unmodified "stock" venturi (OSMG9251 21712010) and venturi-mounted needle valve (OSMG7170 21711000) with fuel feeding from the bottom.
    - .5 OS Glowplug No. 6. This is the only type of glowplug allowed.
    - .6 A fuel filter that must be used.
    - .7 Any other necessary modification approved by the Event Director.
  - .5 The supplied engine must not be modified or reconfigured in any way by the entrant. If a field repair is necessary, it must be carried out under the supervision of the Event Director. If a part needs replacing, the new part must be identical in brand, model, and specification to the part being replaced.
  - .6 Except for normal wear and tear, the ***entrant is responsible for the replacement cost of damaged parts*** of the supplied engine.
- 3.17.4 AIRCRAFT: The model must be built from an approved kit.
- .1 Approved kits are the SIG Buster and SIG Shoestring. These kits are available from SIG (SIGCL12 and SIGCL13) and from Brodak (CL-12 and CL-13).
  - .2 Kit parts may be replaced by like parts of the same shape and size to improve weight or strength. However, wings and fuselage are not to be hollowed out in any significant way to gain an advantage. Wing and

fuselage dimensions in particular must not be reduced from that supplied by the kit. For kits that provide a pre-carved airfoil (e.g. the 2017 Buster), that airfoil must be used. For kits that do not provide a pre-carved airfoil (e.g. the 2017 Shoestring), the airfoil may be carved as the builder desires, provided the following two conditions are met:

- .1 The wing area must not be less than that depicted on the plans.
- .2 The thickest part of the wing along its span must not be thinner than that depicted on the plans.

The engine must not be cowled.

- .3 A popular modification that is expressly allowed is the replacement of the wing leading edge balsa with basswood or similar.
- .4 The model must have fixed main landing gear with a minimum of two wheels, each not less than 1 inch in diameter, and at least three inches apart. The kit gear wire may be replaced with other wire or aluminum undercarriage at the builder's option. The location of the gear and angle of the undercarriage may deviate from the kit plans.
- .5 Controls must be installed on the exterior of the plane. This includes lead outs, lead out guide, bell crank, and push rod. If desired, and contrary to the kit plans, the bell crank may be mounted on the exterior of the outboard wing, in which case the lead outs are allowed to pass through the fuselage.
- .6 An optional cheek cowl may be installed on (or omitted from) the inboard side of the fuselage.
- .7 The "builder of model" rule does not apply to LA .15 Scale Race, however a particular model cannot be shared by multiple entrants at an event.
- .8 The model must be decorated as a "racer" with visible canopy. The entrant's MAAC number must be on the top of the right wing and an arbitrary "racing number" must be on both sides of the fuselage and top of the left wing. The model must be painted or otherwise finished in colour, not "clear". MonoKcoat and similar are allowable finishing materials.

3.17.5 FUEL AND FUEL SYSTEM: The model must be equipped with a two-ounce Du-Bro plastic fuel tank, model number 402.

- .1 The tank may or may not be configured with "clunk". Other fuel "pick up" mechanisms are allowed, including the drilling of an extra hole for the installation of a fuel nipple.
- .2 The tank must be externally mounted on the outboard side of the fuselage. All plumbing, including fuel tubing and vents, is to be fully exposed - nothing running through any part of the airplane.
- .3 The fuel tank is not to be cowled, painted, or faired in any way.
- .4 All vents and filler tubes must have a maximum outside diameter of one eighth (1/8) inch. The tank may not be pressurized, but the vents may be directed into the airstream. The vents and filler tubes **must not** be flared, flanged, or otherwise dilated to improve venting or filling.

- .5 The model may be equipped with a fuel shutoff system, mounted externally. (For example, the shutoff must not be a mechanism integrated into the interior of the fuel tank.)
- .6 Commercially available 10% Nitro fuel will be supplied by the host club, at a nominal cost, in predesignated containers. This is the *only* fuel permitted for use in the race. Immediate disqualification will be the penalty for any entrant that substitutes the official race fuel for their own.
- .7 The fuel tank must be fueled and refueled using a *clear syringe*. Refueling bulbs and other "fast fill" mechanisms are not allowed.

3.17.6 PROPELLER: Only stock 7-6 propellers are allowed.

- .1 Only mass-produced commercially-available 7-6 propellers are allowed and must be supplied by the entrant.
- .2 The propeller must not be modified in any way from "stock" except for:
  - .1 Tips may be painted for safety.
  - .2 Flashing may be removed.
  - .3 Minimal sanding is allowed to balance the propeller.
- .3 Any propeller found installed that has been modified in such a way as to change its diameter or pitch will disqualify the entrant.
- .4 The nut and washer supplied with the engine must be used to secure the propeller. No spinners allowed.

3.17.7 PROHIBITED EQUIPMENT: Pressure re-fuellers, fuel bulbs, re-fueller bottles, hot-glove electrical contact systems, and centrifugal carburetor switches are prohibited.

3.17.8 PULL TEST: The plane and control system shall undergo a pull test of not less than twenty five (25) pounds.

3.17.9 LINES: The minimum line diameter is .015 inches. The two-line system must be of stranded construction with a length of fifty two (52) feet plus or minus six (6) inches when measured from the centre-line of the airplane to the palm side of the control handle. (Mono-line systems are not allowed.)

3.17.10 RACES: Preliminary heats shall be of 100 lap duration with two pit stops required. Two preliminary heats shall be flown with the best result to count.

- Finals shall be of 200 lap duration with four pit stops required. All races shall be run with at least two but not more than three entrants flying simultaneously.
- .1 The start of a race shall begin with a two-minute warm-up period. During this period, the engine can be started and run right up to the commencement of the race. (The engines need not be stopped prior to the start of the race). The starting signal shall be by flag, whistle or other highly audible or visual means. Once the signal to start has been given, the models can be released by the mechanics.
  - .2 In the event that a competitor's model completes the required number of laps in a race without completing the mandatory number of pit stops, the

entrant's time continues until the entrant completes the required pit and then flies one extra lap afterwards.

- .3 The Contest Director may assess a penalty of two laps per infraction for high flying, and the penalty will be added to the length of a heat or final for the offending entrant in which the penalty is awarded. Normal flying height is between 10 and 25 feet, except for passing.

3.17.11 SAFETY: The Event Director has the discretion to disqualify any entry that does not conform to the rules and regulations. A competitor may also be disqualified for any flagrant or willful breach of the Control Line safety rules.

- .1 All pit crew must wear a hockey, motorcycle, or similar helmet that provides coverage for the sides and rear of the head.
- .2 All pilots must fly without caps/hats to avoid the lines from catching on them. No water bottles are allowed in the flying circle.
- .3 All models must be pitted three (3) feet outside of the landing circle, and all pilots shall keep their handles flat on the ground during pit stops to avoid snagging other landing models.

Provided for your information, from the OS 15LA manual: Please note the dimensions for the 15LA are in parenthesis. The relevant measurements for drilling the engine mount are 33 mm x 14.4 mm.

## MAX-15LA/25LA THREE VIEW DRAWING

Dimensions(mm)

