

# **Control Line Competition Rules**

**SECTION G.7**

**JIM WALKER EVENT**

G.7 JIM WALKER EVENT

7.1 General. No restrictions are placed on the design of Jim Walker models except that they shall meet the specifications of these regulations. All pertinent regulations covering the flyer, the model and the flight shall be applicable as hereinafter specified.

7.2 Scoring. Scoring shall be the aggregate obtained from each of four sections to a maximum of 100 points.

a) Concours D' Elegance	Maximum
1. Realism.	10
2. Scale Appearance	10
3. Finish & Construction	10
4. Originality	10
	Total 40

b) Stunt	Maximum
1. Start Take – Max. 3 minutes per attempt	-
2. Take – off & Level Flight	10
3. Two Consecutive Wingovers	10
4. Four Consecutive Loops	10
5. Two Consecutive Horizontal 8's	10
6. Landing	10
7. Spot Landing	10

Total 60 (Divide total of two for value of 30)

c) Speed

The model will be timed over 1/2 mile (1800/seconds X 0.2 regardless of engine size.)

Total 20

d) Contestant's Option. This is score is based on originality, difficulty and effective completion to a maximum of 10 points. (A stunt maneuver will be downgraded when compared to a more original option.)

Number of Flights. Contestant may make two attempts to score each of two official flights. A flight becomes official if any maneuver is attempted or any speed is timed. Best score of any two official flights to count.

7.4 Speed Timing. Contestant may elect to fly his speed portion before or after the stunts. He must raise his arm at least two laps before timing is to begin and timing will begin on the first lap after he lowers his arm. He is allowed only one timed run per flight.

7.5 Timed Course and Line Size. The number of laps timed, the diameter and the length of the lines, are as shown on the sample score sheet.

7.6 Official Flight. Should the contestant land before the stunt and speed portions of his flight are completed, the flight shall be terminated and his score up to that point entered as his official score.

## 7.7 Judges Guide :

(a) Realism. This is to be judged on the same basis as that used to judge stunt models.

(b) Scale Appearance. This is judged on the likeness to a full – size prototype. There may be some confusion here about which is which and an example would perhaps best clarify the point. I.e.: suppose a Nobler and a stunt Spitfire were presented for judging. Both the Nobler and the Spit would score moderately well for realism. The Spit would, however, be eligible to be considered on scale appearance, while the Nobler would not. Thus the Nobler and the Spit would each receive, say 3 points for realism and the Spit an additional, say 2 points for scale appearance.

(c) Finish & Construction. Judges are reminded that if a scale appearance is attempted, the finish should be consistent with the prototype selected. One would not expect a night fighter to have a shiny finish.

(b) Originality. This is where the way – out types get even with the scale-bugs. Consideration should be given, however, to those individuals who produce a scale model from their own drawings and not from kits or published plans. Originality could be considered in construction methods as well as shapes.

(e) Start & Take–Off within 3 minutes. Timing will start when contestant or assistant begins to flick the propeller, or after having signaled his readiness. Should the contestant not start in 3 minutes, an attempt will be scored.

The contestant will be allowed 3 attempts to make 2 official flights.

(The Event Director may, if a long waiting line exists, impose a 2 – minute time limit on preparatory procedures [not including pull test] after the contestant has entered the circle.)

(f) Take–Off & Level Flight. A correct take – off consists of the model rolling smoothly along the ground for a distance of not less than 15', then rising smoothly into the air with a gradual climb, to a smooth level – off at normal level flight altitude. Model continues on for two smooth laps of normal level flight to point of original level – off. *Errors:* Model bounces or becomes airborne too soon. Take–off, climb or level–off are not gradual and smooth. Level–off and normal level flight is not within 4–6 feet altitude.

(g) Two Consecutive Wingovers. Correct wingovers are judged when model starts from normal level flight, makes a vertical climb and dive, passing directly over the flyer's head, cutting the ground circle in half and recovers in an upright position at normal flight level. The model continues on for half a lap to the starting point, then makes a vertical climb and dive over the centre of the circle and recovers in normal level flight. *Errors:* First Half: Model starts at other than normal level flight; wobbles or mashes going into climb. Model does not cross directly over flyer's head. Model does not cross-circle in a straight line. Model wobbles, mashes, or recovers at other than normal flight level. Second Half: Model does not cut circle in the same position and direction in second part of maneuver.

(h) Four Consecutive Loops. Correct loops are judged when the model starts from normal level flight and makes a series of four smooth, round loops, all done in the same place with the bottoms of the loops being at normal level flight altitude and the tops of the loops with the line(s) at 45 degree elevation *Errors:* Loops are rough and irregular (i.e., egg – shaped, hexagonal, etc.). Bottoms of loops are not at 4 – 6 foot height. Tops of loops vary more than 2', plus or minus of the 45 degree elevation point. Second, third and fourth loops vary more than 2' from the path of the first loop.

(i) Two Consecutive Horizontal Eights. The contestant has the choice of the tangential or “stunt rules” eight or the “lazy” eight. In the tangential eight, the model must be vertical between the two halves of the eight. In the lazy eight, the model makes an angle of 45 degrees with the ground between the two halves of the eight. In the case of both eights and the loops, the objective is to test the turning ability of the airplane rather than the expertise of the pilot. Loops or eights which are too large, should be severely penalized as they would indicate a poor turning ability in the airplane. Similarly, hesitation at the bottom of any maneuver in order to regain speed lost during the maneuver, must be severely penalized. Inaccuracies due to inexperience on the part of the pilot are less severely penalized if it is obvious that the airplane is capable of performing the maneuvers. The entire stunt portion is intended to be a measure of the capabilities of the airplane rather than the expertise of the pilot.

(j) 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. 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.

(k) Spot Landing. The spot shall be the position from which the model is released from take-off. Maximum of 5 points if landing is within 2' 1 (one) point to be dropped for each 3' away from the spot, so that outside of 15' no points are scored. The contestant may be allowed to choose his spot.

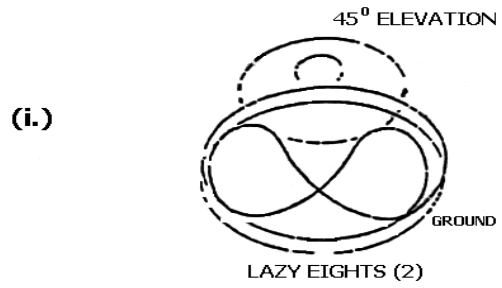
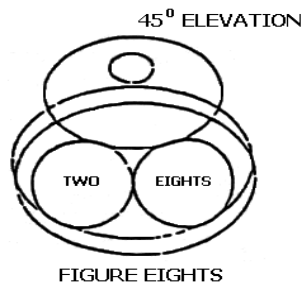
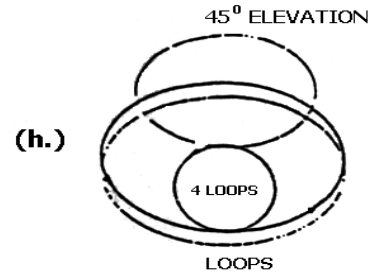
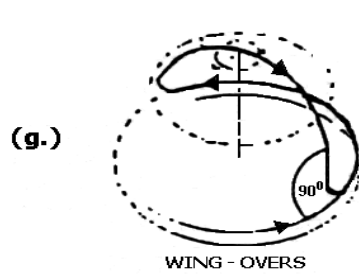
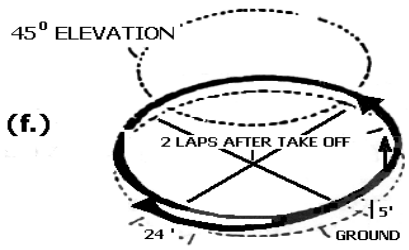
(l) Speed Handicaps. A factor of 0.2 is calculated against the model's airspeed in miles per hour when timed over ½ mile (1800/seconds X 0.2) to a maximum of 20 points.

(m) Contestant's Option. The intent of this section is to reward ingenuity and therefore, no restrictions, other than those of common sense and safety, are proposed. Note: The use of an additional stunt from the pattern is not very original. Judges should first assign a value from 1 to 10 to the proposed action in accordance with its difficulty and ingenuity. A portion of the previous quantity will then indicate the effectiveness of the contestant in doing what he has proposed.

For example: The contestant may elect to do an extra stunt from the pattern. This is neither difficult, nor original and therefore, the contestant would be assigned a value of any three out of ten. If the stunt were perfectly done, it would receive 3 points. If passably done, 2 points, if poorly done, 1 point.

During the course of his option, the contestant may land if he wishes, but no person shall be allowed to touch the model, and the flyer shall not move from the centre 10' circle. It would, therefore, be unwise to allow the motor to stop unless the model is equipped with a self-starter.

Any parts released or detached from the model while the model is in motion, must be fastened to the flyer until they are motionless. The spot landing will be scored on the final landing only.



<b>JIM WALKER SCORE SHEET</b>		
<b>PILOT NAME :</b> _____		
<b>CONCOURS d' ELEGANCE</b>		<b>SCORE</b>
Realism	0 - 10	
Scale	0 - 10	
Finish / Construction	0 - 10	
Originality	0 - 10	
<b>TOTAL</b>	<b>0 - 40</b>	
<b>AEROBATICS</b>		<b>SCORE</b>
Start (max 3 minutes per attempt)		
Take-Off & Level Flight	0 - 10	
Two consecutive Wingovers	0 - 10	
Four consecutive Loops	0 - 10	
Two consecutive Horizontal Eights	0 - 10	
Landing	0 - 10	
Spot Landing (-1 per pace)	0 - 10	
<b>TOTAL ( Total X 0.5 = Score )</b>		
<b>SPEED</b>	<b>TIME (sec)</b>	<b>SCORE</b>
52.5 FT. LINES - 8 LAPS		
60 FT. LINES - 7 LAPS		
70 FT. LINES - 6 LAPS		
1800 / seconds X 0.2		
<b>OPTIONAL MANEUVER</b>	<b>0 - 10</b>	<b>SCORE</b>
<b>CONCOURS TOTAL SCORE</b>	<b>0 - 40</b>	
<b>AEROBATICS TOTAL SCORE</b>	<b>0 - 30</b>	
<b>SPEED TOTAL SCORE</b>	<b>0 - 20</b>	
<b>OPTIONAL MANEUVER SCORE</b>	<b>0 - 10</b>	
<b>TOTAL</b>		

