

Rubber

COMMON TO ALL

1. No turbulators unless shown on the original plan.
2. No electronic/electrical thermal detecting equipment.
3. One reserve model per class.
4. The type of undercarriage shown on the plan must be fitted to the model.
5. The model must have been designed and flown before January 1951. If it is an unpublished design the competitor gives a personal assurance of its authenticity and agrees to give all design information to SAM 35 for printing in the magazine or Yearbook if requested.
6. Max decided on the day.
7. The only plastic covering allowed is on the fin.

4oz WAKEFIELD

1. 1934-1936 designs.
2. Weight not less than 4oz.
3. Tailplane area unrestricted.

Note: 4oz Wakes were covered in Columns 34 and 37 in SAM 35 Speaks. There are not many designs to choose from, so "4oz types" such as the Veron Eagle and the Northern Arrow are allowed.

8oz WAKEFIELD

1. 1937 - 1950 designs
2. Weight not less than 8oz.
3. Tailplane area unrestricted for 1937 designs but not more than 33% of wing area for 1938-1950 designs.

Common to both Wakefield classes:

1. Wing area 200 sq.in. +/- 10 sq.in. (actual, not projected).
2. Fuselage cross-sectional area at the largest point not to be less than $L^2/100$ sq.in. (L = total length of rigged model).
3. If conditions are suitable then RoG is the normal launch method.
4. For unpublished designs there is a prop diameter limit of 20in. (even if you were flying a 24in. double bladed folder on Dec 31st 1950!).

LIGHTWEIGHT

1. Maximum span 34 in. (plan size, *not* the projected).
2. Class may be separated into folders and freewheelers.
3. Hand launch.

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4. British, Commonwealth/Empire, etc., designs only. (No scouring of American mags. for that winning design!).

VERY SMALL VINTAGE RUBBER

THIS contest is for pre-1951 designs of 25in. (635mm) wingspan and below. Models of proven authenticity such as Alan Wiggs's Prince Hal and Albert Hatfull's Felix, but which were published after 31st December 1950, will be allowed to enter (see General Rules). Contest Rules are as follows:-

1. Models must incorporate a 2-leg, 2-wheel undercarriage as shown on the original plan.
2. Propeller to be any freewheel non-folder of maximum 8in. (200mm) diameter.
3. No scaling up or down.
4. Models to be hand launched.
5. Two qualifying flights are required to a max to be decided on the day, followed by one flight of unlimited duration.
6. Times for all three flights are added with the highest number being the winner. With this method of scoring, a max can be dropped on either of the first two flights but it is still possible to win on the final flight, which is unlimited.

BILL BIRD TROPHY

THE aim of this competition is to allow many normally uncompetitive designers to compete on more or less equal terms with others. The formula has been very successful and coups have attracted large and enthusiastic entries. It is usually held as part of the SAM GALA.

1. The maximum wing span is 35in.
2. Design to have been kitted or published prior to 1st Jan 1951.
3. Models to be hand launched.
4. Three flights, the time of each to be divided by the wing span to calculate the 'K' factor. The three 'K's are added to give the total comp score. The model with the highest 'K' wins.
5. Any flight of 'K' 1 or below to count as an attempt. Two attempts are allowed, the third flight will count.