

Slow Survivable Combat (Provisional Class) Event 760

1. Contest: With the exception of the following restrictions, all RCCA A-class rules and scoring will be used. SSC combat rounds will be 5 minutes in duration.

2. Engine:

.15 cid engine available from normal retail outlets for a non-sale retail price of \$85 or less, excluding taxes or shipping. Engine must be classified by the manufacturer for use in R/C flying model aircraft. Engine must be complete with carburetor and muffler. Carburetor must be fully R/C functional as intended by the manufacturer and servo operated. The muffler must be expansion chamber type with no internal pipe (which would effectively increase its length and there allow "tuning"). The front of the muffler must be closed and "flow through" mufflers are not allowed. The use of electric motors is acceptable as long as the aircraft meets class weight specifications plus 1.5 ounces with batteries in place and meets propeller and RPM restrictions.

3. Aircraft: Flight ready unfueled aircraft shall weigh a minimum of 2 ½ pounds. Minimum wing areas shall be no less than 400 square inches.

4. Power Plants and Propellers: All aircraft will use a non-modified Master Airscrew 8 x 3 prop. Max allowable RPM shall be 17,500 at time of launch for combat. RPM testing to be performed as part of tech inspection. The maximum RPMs shall be 17,500 measured on the ground with the carburetor barrel and throttle stick full open. Pilots are expected to bring their planes to the meet ready to comply with the RPM limits. Pilots should tach their own aircraft at the contest prior to official RPM testing, and at other times during the contest to ensure conformance. It is the sole responsibility of the contestant to present an engine and aircraft that meet the specifications of the event. The contest director will determine the frequency of rpm testing. The contest may choose one or more of the following approaches to ensure engine rpm compliance at an SSC Combat contest.

4.1: The Contest Director or his/her designated technical inspector may test every contestant's engine for maximum rpm compliance before the first round of the contest. In addition competitor's engines may be randomly tested during the contest. A competitor may be tested more than once during an event. If, in the opinion of the contest director, engine rpm testing is required more frequently to ensure that all participants are in compliance, the CD may choose to have each engine tested any or every round by the pilot's judge.

4.2: The contestant may choose to have technical inspector or judge adjust the engine's needle valve to achieve maximum rpm for the check or may elect to have the inspector "pinch" the fuel line to achieve peak rpm. If the contestant chooses the "pinch" check method, the inspector will hold the tachometer on the engine and he/she will "pinch" the fuel line to peak the engine's rpm ability. If the engine exceeds 17,500 rpm's, the engine and airplane to which it is attached are declared ineligible for combat and may not be launched for combat.

4.3: The contestant is allowed to make changes necessary to meet the specifications. The contestant may change fuels, make adjustments to the carburetor to limit its peak travel or utilize restrictions to the intake or exhaust system which limit the engines performance to that which is at or below the maximum allowable rpm specification. A disqualified engine and airplane may be tested after the pilot makes adjustments to his/her engine to bring it into rpm compliance. Testing may be conducted from "Start engines", through "End combat" of each round. If the contestant fails to achieve the rpm specifications, the plane is ineligible from combat and may not be launched for combat.

4.4: Any engine, which in the CD's opinion is running over the limit in any round, may be tested at the end of that round. The changes made above give the CD the option to test once, randomly or every round at his/her discretion and choosing

4.5: Electric motors shall be tested prior to flight by letting the motor run at full throttle for 10 seconds. The motor shall be tached and the ATV adjusted so that the maximum RPMs are not exceeded.

5. Pink Slip: By signing the event entry, you have agreed that should you place first in the contest, your engine shall be sold to any other competitor who wishes to buy it for \$85.