

WORLD CHAMPIONSHIP CONTEST FOR RUBBER-DRIVEN MODELS

FOR THE

WAKEFIELD CUP (Individual Award) and F.N.A. CUP (Team Award)

1. The competition shall be open to all nations affiliated to the F.A.I. whose teams shall consist of not more than four individual competitors.
2. The contest shall be for fuselage rubber-driven models, the rubber motor or motors of which must be enclosed. The fuselage or fuselages must be fully covered, having a maximum cross-section which is not less than 65 cm.² (10.015 sq. ins.).
3. The following conditions must be complied with regarding the area of the surface and the weight of the model:
 - (a) The surface must not be less than 17 dm.² (263.5 sq. ins.) or more than 19 dm.² (294.5 sq. ins.). The surface to consist of the total surface of the wing(s) and that of the horizontal stabilising surface(s) measured as the orthogonal projection of the surfaces on to the horizontal plane in their normal flying position.
In the case of wings or empennages attached to the body of the machine, the surface taken will include the complete centre of the fuselage(s), the normal contour lines of the surfaces being supposed extended until they meet the plane of symmetry of the machine in the plan view.
 - (b) No model shall have a total weight of less than 230 grammes (8.113 ozs.). Any additional ballast necessary to make up the total weight of the machine must be placed in the interior of the model; be secured permanently and be sealed by an official after the model aircraft has been weighed. When movable ballast is necessary for c.g. adjustment the model aircraft must be of the stipulated weight without the movable ballast.
4. The model must be constructed by the entrant. Gear-boxes (when used) must also be constructed by the entrant, with the exception of the gear wheels. Commercial timer units may be employed.
5. Each model must rise from the ground from a standstill, entirely under its own power. The machine must be released without any push whatsoever. It must rest on the ground by at least three points and must be held by the competitor in such a manner that its natural position on the ground is in no way affected.
6. No point of the model or any apparatus which contributes to the take-off or flight of the model may be lost or become detached, even accidentally during its flight. The loss of any component will lead to disqualification of the flight.
7. Each competitor can enter only two machines, but he may use their component parts in any combination he desires, provided the machine still complies with the regulations and rules of the competition and provided the different parts have been checked and certified.
8. Models shall be check-weighed prior to each round.
9. Each entrant will be allowed three flights during the contest, the total of the times for the three flights made by each competitor will be recorded as the entrants' score and will count for the final classification.
A flight of 20 seconds or less will constitute an attempt, and only three attempts will be allowed for each flight. In the latter event the highest "no-flight" time shall constitute the recorded time for that round.
10. In each of the three rounds, five minutes (300 seconds) will be the highest time recorded. If two or more competitors make the same score the final placing shall be established by a fourth flight which will be timed to the end. The fourth flight must take place within one hour of the last contest flight and the competitors must depart within three minutes of each other.
11. The timing of any flight shall terminate when the model touches some solid object or passes out of sight of the timekeepers, the timekeepers remaining at the point from which the model is released.
Two officially appointed timekeepers must be employed, each having an approved stopwatch, accuracy to 1/5th of a second. The mean value of the readings of the two watches shall be taken as the actual and recorded duration. No binoculars, telescopes or other magnifying aids shall be used by the timekeepers to observe the model in flight, but coloured, tinted or normal spectacles are permitted.
12. Each competitor must launch his own machine and wind the rubber motor.
13. When called by the Judges each model must be ready for flight within three minutes or the competitor will be liable for disqualification from that round.
14. Minor adjustments or repairs, but no replacements other than rubber motor(s) and/or propeller(s) may be made between competition flights.
Repairs or trial flights may only be made with the consent of the Judges, and after each repair the model must be re-weighed and re-checked and must possess the same characteristics as originally.
15. Each model aircraft shall bear national identification marks based on the I.C.A.O. system of identification.
16. The winning nation for the Wakefield Cup shall be that which has in its team the individual competitor attaining the highest total flight time for the three rounds.
The nation winning the F.N.A. Cup will be that which has in its team the three competitors achieving the highest total flight time for the three rounds.
17. The Judges' decision shall be final.
18. The winning nations shall hold the Cups for one year.
19. The contest is organised in accordance with the Code Sportif of the F.A.I. and with the Sporting Regulations of the S.M.A.E.