

# Vintage B Team Race “Dayton Buzzin’ Buzzards” Rules

## 1. Objective:

It is the purpose of this event to promote the advancement of "Three up" flying of semi-scale, realistic looking B Team Race control line racing models, similar to and including those flown throughout the world in the 1940's, 50's and 60's. These airplanes shall be flown in direct competition through a series of heat races and a final.

## 2. All provisions of the AMA Control Line Unified Racing Rules apply except as listed below.

## 3. Allowable model designs. Any B team race airplane from the 1940's, '50's, and '60's may be used and are encouraged. Individual designs that are similar in appearance may also be used. No advantage in scoring shall be assigned for a vintage design compared to “in the style of” modern design.

1. Single flying surfaces (ie. flying wing designs), "pod-and-boom" fuselages, and flush or prone canopies are prohibited. Model shall be attractively finished or covered, with no all clear finishes allowed. Model shall have racing numbers in proportion to the model affixed near the top inboard wing tip and both fuselage sides.

2. There will be an award for best appearance. In the interest of promoting attractively finished models, should the best appearing model qualify for the feature race, it shall be given the first choice of pitting segment.

1. Judging shall occur immediately prior to first qualifying heat

3. All aspects of model design, construction, and flying, shall be in keeping with the "Spirit of the Event".

## 4. Model specifications.

1. Fiberglass or carbon cloth may be used to strengthen, or cover over wood. No all composite models allowed. No composite major components shall be allowed.

1. Examples of major components include wing(s), fuselage, tail feathers

2. Wing area shall be 125 sq. inches minimum, excluding fillets and the area covered by the fuselage.

3. The fuselage shall measure 2" wide somewhere within a zone located 3/8" above and below the thrust line, and between the nose of the airplane and the trailing edge of the wing. However, in the interest of keeping the appearance of the models similar to those from the '40's, '50's, and '60's, it is recommended that at the pilots location, the fuselage

measure no less than 2" wide within the area between the pilots shoulders and his hips.

4. Model shall have a cockpit or cabin containing a dummy pilot's head with both being in proportion to the model. Canopies must be clear from the back of the pilots head forward to the front of the canopy, so as to provide forward and lateral vision for the pilot. Canopies must protrude above the forward fuselage contour with a resemblance to the "bubble or turtle deck style canopies" employed on full scale racing aircraft. Open cockpits must have a windscreen.
  5. At the pilot's location, the fuselage shall measure a minimum of 3 3/4" from the top of the canopy, or if open cockpit, from the top for the pilot's head, to the bottom of the fuselage.
  6. The landing gear shall be of the 2 wheel side by side type (ie. separate struts exiting on either side of the fuselage centerline). Both wheels shall be no less than 1 1/2" in diameter and shall have a lateral spread measured from the center of each wheel of no less than 4"
  7. Engines shall be fully cowled and be completely covered. Openings for the air intake, needle valve stem, fuel shutoff, engine exhaust, engine cooling ducts, and glow plug access are allowed. In keeping with the spirit of the event, no helmet cowls (ie. conventional speed model types) will be allowed. Side mounted engines using a "cheek cowl" to cover the engine, must have an identical cheek cowl on the opposite side of the fuselage.
  8. Models which appear to comply need not be further checked, except in the case of a dispute, where it shall be the contestant's responsibility to provide proof of legality, excepting rule 9.
  9. Maximum allowable dry model weight shall be 36oz, and should be checked at registration.
5. Engines:  
Any single bypass, baffle piston, glow fuel engine up to 0.29 cu. in. will be allowed. Full wave tuned pipes are prohibited. Mufflers, or exhaust extensions which do not increase engine performance will be allowed.
6. Fuel:  
Fuel shall be the contestants choice and supplied by contestant. Any substance banned by the AMA will not be permitted.
7. Fuel Tank:
1. Fuel tank, including filler tubes or fill valves, vents, and fuel line from the tank to engine spraybar, shall hold no more than 30 cubic centimeters.
  2. Multi-function valves and finger valves are prohibited.

3. Refueling shall be accomplished by "squash bottle" or "fuel bulb", using the squeezing pressure of the hand only.
  4. Containers including "squash bottles" and "fuel bulbs" which are pressurized by the forced introduction of air, or any other type of substance artificially, are prohibited.
  5. The 3 entrants that comprise the 140 lap feature race shall all have their fuel tank systems measured for capacity at the completion of the race. Any entrant found not to be in compliance with the listed maximum of 30 cubic centimeters, shall be disqualified.
8. Shutoffs:  
Fuel shutoffs are mandatory.
9. Lines:
1. Two line control systems are required. Each line shall have a diameter of .016" if using single strand wire or .018" if using multi strand wire. Line length shall be a 60' + 2" - 0".
  2. Internal line hookups are allowed.
  3. Pull test shall be 40 lbs.
10. Races:
1. Each entrant shall compete in two 70 lap heats. The resulting heat times shall be added together, and the 3 entrants with the lowest times shall comprise the 140 lap final.
    1. At CD and/or ED discretion, a "Round Robin" format may be used, as well as addition of 35 lap heat(s). Number of qualifying heats would then be determined by number of entrants. Times shall still be added together to determine final heat.
  2. All heat races and feature races shall be flown with 3 entries wherever possible. The only exception shall be if there are not enough entries to provide a 3-up format, then a 2-up format may be used.
    1. A pilot may be selected at random to fly "traffic" if a majority of pilots vote in favor of this to keep heats equal. The "traffic" entrant should still race competitively, however will not be scored.
  3. No pit stops are required.
11. Model Registration:  
The method(s) used to determine the best appearing model, model weight, and the device used to measure the fuel tank capacity shall be at the discretion of the Event Director, or Contest Director.

Inspired by current NCLRA rules for Vintage B Team Racing

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