

Midwest Slope Challenge Foamy Warbird Racing

Class Definition

Open to any plane, meeting the aircraft specifications below.

Entry Limits

There is a limit of ONE entrant PER FREQUENCY in this event. See Pre-Registration page for details.

Aircraft Specifications

1. The plane must be a passable (determined by CD and his cronies) replica of "a combat aircraft produced or in service between 1935 and 1955".
2. No Minimum wingspan.
3. Maximum allowable wingspan will be 60 inches.
4. With the exception of control surfaces, covering and structural reinforcements listed below, the aircraft must be constructed entirely of expanded bead, plastic foam material.
5. Wing spars of any non-metallic material are permitted, provided they do not violate the provisions of
Section 5.4 (more than 1 ½ inches away from leading edge at any point along the span).
Maximum
total cross sectional area for spars shall not exceed ¾ sq. in. Moveable control surfaces at the
wing
trailing edge (ailerons) will not be considered a part of the total spar cross section.
6. The fuselage must have a plastic foam nose section at least 1½ inches in length. The fuselage may
have longerons of any non-metallic material provided their total cross-sectional area does not
exceed
½ sq. in. area, and that the longerons do not extend into the forward 1½ inches of the nose. The
fuselage may be covered with film covering material, vinyl tape, fiber reinforced vinyl tape or any
combination of the three.
7. Any flight control surfaces may be constructed of wood or corrugated plastic/paper material.
Metal,
solid plastic, carbon fiber, Kevlar or any resin impregnated fiber construction or covering material
on
the control surfaces is not permitted.
8. Any ballast added to an aircraft must be imbedded and secured internally within the aircraft
structure
and may not be attached externally to the aircraft structure.
9. No plane shall use any form of thrust power. There shall be no limitation on the number of
controls.
10. The builder-of-the-model rule does not apply for this event.

Contest Structure

1. The CD will define flight groups for each round.
2. Races will be run in a series of four plane individual heats. The number of heats and number of
laps
will be determined on site by CD based on time available and racing conditions. Points will be
awarded in each heat. Top scores will compete in a final race.