

## Midwest Slope Challenge Unlimited\* Class Racing

### Intent

Unlimited provides a class for the truly serious racing pilot.

### Class Definitions

Open to any plane meeting the aircraft specifications below with the listed exceptions.

### Entry Limit

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

### Aircraft Specifications

1. \*No structurally-legal ODR plane may compete in the Unlimited Class
2. No minimum or maximum wingspan limits

AMA/FAI limits on weight and wing loading:

- \* Maximum weight: 11.023 pounds
- \* Maximum wing loading: 24.57 oz./sq. foot

No ballast may be attached external to the fuselage structure, this will be strictly enforced. Unconditional DQ from the event will be the result. We fly in a "lead-free" zone (Corps. of Engineers rule).

Race will be flown in 2 plane heats, double-elimination format.

About the asterisk: Cruel as it may seem, there's only so much racing that can be done in a day. And possibly more people who will want to fly than will be able to. With the popularity of the ODR class, we want the "Unlimited\*" class to be more than a re-run of that class. Which it otherwise would likely be....

### FAQ Answers:

No, we're not running F3F at this event this year.

No, you can't fly your backup ODR plane in Unlimited.

No, you can't reconnect the rudder servo on your ODR to make it legal.

No, you can't turn on the elevator/flap mix on your ODR to make it legal.

No, can't add 2 pounds of lead to your ODR to make it legal.

Yes, you can make a new wing for your ODR with a different plan form, airfoil or construction materials.

Yes, you can build a glassed wing for your ODR.

No, you can't use 6" of glass (instead of 5") on the center section of your ODR to make it legal.

Yes, your questions are tolerated and occasionally appreciated.