



PAMPA RULES FOR OLD TIME STUNT

- 1.0 Applicability.** All pertinent AMA regulations (see sections titled Sanctioned Competition and General in AMA rule book), the General Control Line Rules and CL Aerobatics Rules from the 1951 – 1952 Official Model Aircraft Regulations shall be applicable, except as specified below. Any deviations from the above or those specified below should be clearly spelled out in contest advertisements.
- 2.0 Philosophy.** Old Time Stunt offers stunt fliers an additional event intended for enjoyment for more relaxed competition and for nostalgic recreation of the era which led to modern stunt. Because its figures are simpler than those required for modern Precision Aerobatics. Old Time Stunt may attract new fliers to CL aerobatics events and competition. ***Above all, the event should be fun.***
- 3.0 Model Requirements.** The model must have been designed, published or kitted prior to December 31, 1952. Eligible published designs must have been published with a cover date prior to December 31, 1952. The contest director, at his discretion, may require proof of model eligibility for Old Time Stunt. Proof of eligibility is the responsibility of the contestant. Challenged contestants may show dated published plans, magazine construction article, dated photographs and/or letters of confirmation of the date of the design. Plans of un-kitted, un-published designs must be made available to the PAMPA membership.
- 4.0 Eligible Designs:** It is expected that the contestants will comply with the spirit of the event and enter only qualifying models which, as closely as possible, accurately reflect the aerodynamic layout and appearance of the original model. In order to assist the judges, it is suggested that the contestants provide reasonable proof that the model presented was actually design, published, or kitted during period of eligibility as defined in Paragraph 3.0 above. This proof could include kit plans, magazine articles and/or plans, photographs and documentation signed by the original designer. It is suggested that the judges ask the contestant if any changes have been made to the model presented.
- 4.1 The PAMPA Executive Council may act as and approving body** for designs meeting the criteria above, but not necessarily published or kitted. The proof of eligibility is with the presenter of such designs for eligibility. The PAMPA Secretary will establish a list of such designs presented for approval, and approved. The list will be updated annually and will be available to all, via PAMPA products and/or the PAMPA web site.
- 4.2 Eligible Designs which do not receive the (BOM) 5pt bonus:** Contestants may enter models which they have not constructed themselves. however, they will not be awarded the Builder of the Model (BOM) five (5) point bonus for such a model.
- 4.3 Allowable Modifications.**
- 4.3.1 Undercarriage.**
- 4.3.1.1 Tail Wheel.** A tail wheel may be added to those designs which originally had a skid, providing the model's angle of attack (on the ground) closely approximates the original design.
- 4.3.1.2 Landing Gear.** Landing gear material may be changed. The landing gear length need not exactly duplicate the original, providing the model's angle of attack (on the ground) closely approximates the original design. Landing gear must exit in the same location as the original design. It shall not be relocated to provide for perceived advantages in ground handling.
- 4.3.1.3 Undercarriage addition.** A landing gear may be added to those model designs that originally had a drop-off gear or had no fixed takeoff/landing gear.
- 4.3.1.4 Model designs with drop-off gear.** Where drop-off gear was a feature of the original model design, contestants should preserve the appearance and location of the original gear, but must disable its drop-off function for competition. Drop-off landing gear will not be permitted.



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4.3.1.5 Model designs with no take-off/landing gear. If the original model design did not have a takeoff/landing gear, the design of the added takeoff/landing gear must be consistent with the prevailing takeoff/landing gear used on similarly configured model designs of the era. [Note: This requires that a normally configured model (straight wing, tractor engine and aft horizontal tail) will have its takeoff/landing gear mounted to the fuselage with two appropriately sized wheels separated from each other by an appropriate distance with their axels at least one diameter of the wheel in front of the wing leading edge, such that the aircraft has a noticeably nose high attitude while at rest on the ground. A takeoff/landing gear added to an unorthodox configured model should be consistent with the takeoff/landing gear design on a similarly configured full size or model aircraft of that era as documented by the contestant. A contest director may disqualify a model that does not comply with the intent of these guidelines.

4.3.2 Adjustable Leadouts.

4.3.3 Adjustable Tip Weight.

4.3.4 Structural Changes to strengthen the aircraft.

4.3.5 Control Ratios and control mechanism location.

4.3.6 Building Material Substitutions (hinges, glue, paint, covering material, landing gear material, etc.).

4.3.7 Use of Muffler Pressure and uniflow fuel tanks.

4.3.8 Trim Tabs.

4.3.9 Fuselage Width may be modified to accommodate commercial two-inch (2") fuel tanks and allow them to be replaced or serviced.

4.3.10 External Doublers may be changed to internal, and doublers may be added to any design without penalty.

4.3.11 Mufflers: The use of mufflers is encouraged, although not required, but will generally be required at most contest sites. Event sponsors are encouraged to state in their advertising circulars as to such requirements. The use of mufflers will not be discriminated against nor affect any scoring situation

4.4 No Modifications, other than those listed above, shall be permitted. Any modifications (other than those listed in section 4.3) which, in the opinion of the judges or contest director, significantly change the appearance and/or performance of the aircraft as originally designed, shall be grounds for disqualification; such action being permitted either prior to or following official flight(s). This includes, but is not limited to: change of airfoil, change of moments, rudder articulated by control system, change of asymmetry or symmetry, size, etc.

5.0 Builder of the Model. A five (5) point bonus will be awarded to contestants who build their airplane (See Paragraph 4.2).

6.0 Appearance Points. Appearance points shall not apply to the Old Time Stunt event.

7.0 Flight Pattern Points. 25 flight pattern points will be awarded flights in which all maneuvers are attempted or completed in the correct sequence. Pilots may omit maneuvers and remain eligible for FLIGHT PATTERN POINTS providing he/she notifies the judges before each flight of those maneuvers which will be omitted, and executes the remaining maneuvers in the sequence. A crash shall not be grounds for deduction of flight pattern points, providing all maneuvers prior to the crash are performed in the proper sequence. Exceeding the eight minute time period shall result in a loss of flight pattern points.



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- 8.0 No Flap Bonus.** A bonus of five (5) points will be awarded for use of an airplane design which does not include operating wing flaps. When using Garden State Circle Burners (GSCB) scoring, this bonus shall be 20 points.
- 8.1 Phase II.** In the event that OTS Phase II is flown (all applicable OTS rules except that models shall have operating wing flaps), the 5 (or 20) point No Flap Bonus will be waived.
- 9.0 Spark Ignition Engine Bonus.** A bonus of 10 points shall be awarded for the use of an operating spark ignition engine.
- 9.1 Glow Engines** converted to ignition may not be used. Ignition engines must either have been manufactured during the Old Time Stunt era or be a reproduction engine that has been approved by the Society of Antique Modelers (SAM)
- 9.2 Diesel Engine Bonus.** A bonus of 5 points shall be awarded for use of an operating diesel engine.
- 10.0 Maneuvers.** Maneuvers and maneuver descriptions from the 1951 - 1952 AMA rule book shall apply. A minimum of two laps is suggested between each maneuver to allow judges time to register scores. Not completing two laps will not result in a loss of pattern points. Maneuvers are to be attempted or completed on the first attempt.
- No more than one attempt shall be made by the contestant for each maneuver which should be preceded by at least one full lap of normal level flight.
- 10.1 Takeoff and Level Flight.** These are two separate maneuvers. Correct takeoff consists of model rolling some distance after release, rising smoothly and climbing to normal level flight height of 6 to 10 feet within one lap. Two level laps follow.
- 11.0 Scoring of Maneuvers.** The PAMPA 1-10 x K-factor, or alternate GSCB system, will be used. See sample score sheets at the end of this document or on the PAMPA website. Pre-contest announcements shall state which system is to be used, PAMPA or GSCB.
- 11.1 Un-Attempted Maneuvers.** Un-attempted maneuvers will receive no score (0).
- 12.0 Rules Change Procedure.** The procedure for changing, amending or adding rules is similar to those procedures used by AMA. Rules change procedures and forms are available from the PAMPA Products.