

Proposed by SAM 600

PREAMBLE

The purpose of this amendment is to establish a safe and consistent layout for the flying of all old Timer Aircraft.

Some or the measurement may have to be varied to fit a particular field but the principle should always remain the same.

There should be clearly defined areas for taking off; pits; and landing. These areas should be separated by a "No Fly Zone" for safety.

AMEND RULE 5.4.1.5 (i)

Prior to the commencement of the competition the Contest Director is to set out the defined Flying Area as Follows.

This area has five separate defined areas. This is shown schematically in Figure 5.

All measurements are recommended as it is recognised that some field it is impossible to apply these distances. Notwithstanding this, the concept as shown in Figure 5 should be followed as far as possible.

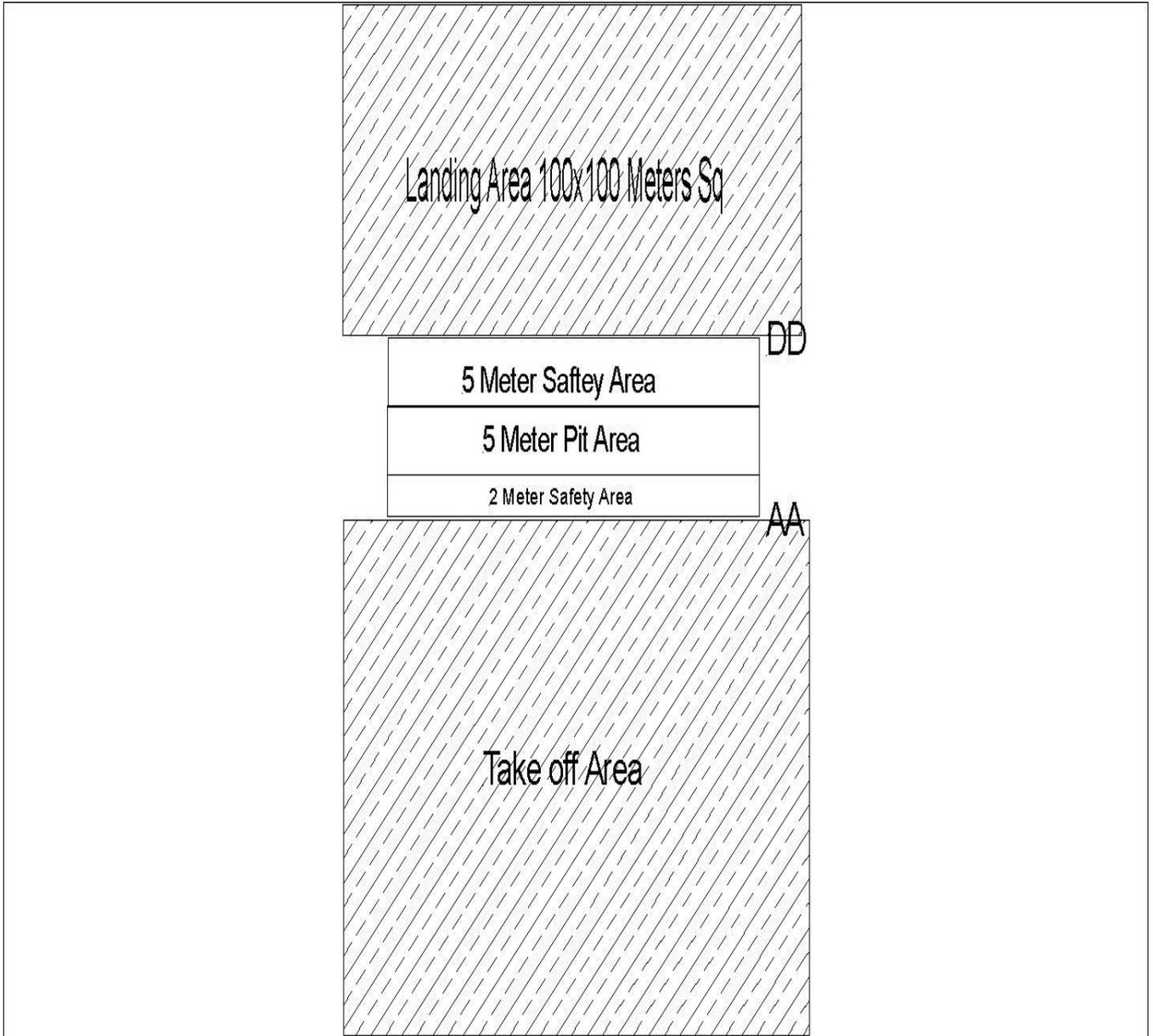
Any pilot advancing beyond line DD into the landing area when their aircraft is in flight records a zero time for that round.

Failure to land in the defined area after an official flight will result in a zero score for that flight.

Regardless of how much of the pit area is occupied the landing area does not extend either end of the pits and safety area.

The area between the lines AA, and DD (Pitts and Safety Areas) must not be overflowed at less than 30 metres.

Figure 5



Proposed by SAM 600

PREAMBLE

The purpose of this amendment is to establish a clear and consistent method of determining as to when a flight ceases and when a model is "IN or OUT" of the defined landing area.

Also this rule is to maintain safety separation between models and all persons in the pit area.

AMEND RULE 5.4.1.5 (e)

After the second sentence add;

The determining factor as to if the model is IN or OUT is to where it comes to rest and the clock is stopped. If the model comes to rest within the defined area and then blown out by the wind it is still determined to be IN.

Proposed by SAM 600

PREAMBLE

The purpose of these Rules is to officially recognise as part of the SAM environment the use of Electric Power (EOT) as an alternate means to power Old Timer Aircraft.

Those involved in EOT recognise that it is not possible to fly head to head with IC powered models and therefore have established their own Rules. Where possible their event will be run in conjunction with any Old Timer Event under these Rules.

A copy of the entire EOT Rules can be viewed on the Web Site of SAM 600.

PROPOSAL

That the National Old Times Special Interest Group recognise the Electric Old Timer Rules as presented and accept their participation as part of the Old Timer Special Interest Group in each State.

Proposed by SAM 1788

PREAMBLE

Competition results have shown that the five second penalty suffered by ball-race engines is excessive. Very few contestants continue to use ball-race engines.

AMEND RULE 5.4.11.4 (ii)

BB engines as per 5.4.11.2 (ii) 38 seconds.

Proposed by SAM 1788

PREAMBLE

David Owens replica 2.5 cc PB engines are to be treated as ball-race engines.

ADD RULE 5.4.11.4 (iii)

David Owen engines 38 seconds.

Proposed by SAM 1788

PREAMBLE

Allow the use of diesel engines up to 3.5 cc's in Nostalgia event with a 35 second engine run. This will allow the use of Burford models in this event which is currently dominated by large glow engine powered models.

Trialled at Cootamundra October 2012.

AMEND RULE 5.4.8.4

(b) Engine run for up to 3.5 cc diesel engines 35 seconds.

Proposed by SAM 1788

PREAMBLE

To maintain existing levels of pilot skills and contain costs before such devices are adopted.

NEW RULE 5.4.8.4

The use of any mechanical, electronic or other devices (eg. Gyroscopes) to provide automatic correction to model attitude (pitch, roll, or yaw) are not permitted in R/C Old Timer events.

Proposed by SAM 1993

PREAMBLE

Introduce A. B. C classes of engine sizes to allow smaller models a fairer chance to win and encourage participation in this event.

Muffler rule will need to be changed in order to accommodate Burford and 2cc models flown in this event.

Nostalgia rule change; 1

Amended Rule 5.4.8.4 Engine run times:

- (a) A class; engines with capacity less than 19. (3.5cc) - 35 Seconds.
- (a) B class; engines with capacity from 20 to 29 (5.cc) - 30 Seconds
- (c) C class; engines with a capacity 30 to 60 (10cc) - 25 seconds

Nostalgia rule change; 2

Amended Rule 5.4.8.2 Engine eligibility.

Any two-stroke cross scavenged engine fitted with either a factory or an effective muffler may be used, This muffler rule shall apply to any antique engine which fits this paragraph, however Class A size engines are not required to use a muffler but it is encouraged. No Schneurle or PDP ported engines are permitted and no engines fitted with ABC or AAC piston and cylinders are permitted.

Proposed by SAM 1993

PREAMBLE

To increase and encourage participation in this event by using other Taipan diesel engines that flyers may have other than 2.5cc

Gordon Burford Event rule change, replace first sentence with;

5.4.11.2 Engine Eligibility

Models flying in this event must be powered with a diesel engine 1cc up to a nominal 2.5cc, manufactured by Gordon Burford and falling within the following classifications;