

These rules clarifications are presented in the form of questions and answers to the various issues that have risen.

**Question #1:** I still have, ready to fly two of my original design FAI power models. Aside from small three view sketches, along with original model vouchers still on the models, is this sufficient to compete with these models? They were never published nor were any real plans ever drawn.

Yes, you will be allowed to fly the models. Many flyers have designed models that were never published in magazines. The main requirement is that the model meets the rules for the era that you are flying it in. We will not be measuring models or weighing models. This is the responsibility of the flyer.

**Question #2:** Is it permissible to add auto surfaces to a model originally designed without?

There are no restrictions on movement of surfaces. You may add VIT to any model. The rules specifically prohibit bunting, so you may not add a bunting function.

**Question #3:** Since this is obviously not an official FAI event, nor is it an AMA or NFFS event?, does the builder of the model rule apply?

We have no restrictions that require the flyer to be the builder of the model. In fact, per the rules, proxy flying is allowed.

**Question #4:** We are going to hold this event at our Inter-City FAI Meet held in Muncie, Indiana this June of 2008. The idea is to have five flights, no rounds. However, the first 2 flights have to be made by 11:00 a.m. The rationale is to provide some structure but not as structured as rounds. Is this acceptable?

This decision is up to the contest director. Field conditions, weather and other factors such as number of entries will help the CD make these types of decisions.

**Question #5:** There are several of us trying to verify the use of Fast Richards Head Hunter as a FAI design. Do you have any input to this research?

There is no requirement to document the fact that any particular design was actually flown as a FAI Power model. In fact, during the years, many models were flown in both the open power and FAI Power events. Of course a model designed and optimized specifically for the FAI Power event of a given era would have been then, and still is, more competitive in the FAI Power event.

There is however a requirement that any model must meet the various cross sectional, wing and power loadings and any other applicable rules of the era. It is up to the flyer to measure the model and make sure it meets the rules for which ever era the model will be flown in.

It is not permissible to design a new model that meets the rules of the early eras. This would not be in the spirit of the event. We don't want to see any new designs for these vintage eras.

As a point of interest, I checked with Dick Mathis concerning the Head Hunter design that was published in August 1967, American Modeler. Dick confirmed that the article shows a FAI version along with an AMA version.

**Question #6:** Can we reduce the flight time and motor runs for small fields?

Again, this is up to the contest director to decide on the format for the contest.

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**Question #7:** Is it possible to scale .15 models for smaller engines: 1.5 cc diesels or .06 Cyclons?

Yes, you are allowed to scale models down in area for smaller engines. They just have to meet the rules of the era that you want to build the model for.

The .06 Cyclon engine will not be allowed for the Vintage FAI Power event. It is a modern engine that is manufactured after 1979.

Any pre 1979 1.5cc diesel is allowed or repo of a diesel engine produced before 1979.