

2012 WESSEX TOMBOY COMPETITION RULES

The event will usually be run with either 1 or 2 qualifying flights of 4 minutes with a fly-off to decide the overall placings.

1. Each competitor to be a competent pilot and to show proof of BMFA Insurance.
2. Each competitor will require a timekeeper with stopwatch when flying a qualifying round. (Willing timekeepers often available!) The fly-off timekeeping will be from the starter who will record pilots names as they land, last one down wins.
3. Hand launch, or ROG, allowed by either competitor or an assistant.
4. Where numbers dictate the fly-off to consist of seeded semi-finals to take place first. (Taken from league table positions, 1st semi-final odd numbers and 2nd semi-final even numbers.)
5. For the Fly-off, a total of 90 seconds will be allowed to start the engine with 10 seconds to go a warning will be given to STOP ADDING FUEL at the end of 90 seconds. Then a HOLD sign will be displayed, period of time to be notified on the day. Launch when the starter gives the GO signal.
6. No re-starts to be made, or fuel to be added, after the 90 sec.
7. Landing to be in the designated area or zero score.
8. Positions will be calculated for each round as follows; Winner 10 points; 2nd 9; 3rd 8; 4th 7; 5th 6; 6th 5; 7th 4; 8th 3; all others in the fly-off achieving a score of 2 points. Entrants making a flight attempt but not making the fly-off to receive 1 pt.
9. For overall league placings, the best 4 scores to count. Tie breaks to be decided by highest placings, if still a tie, then count extra rounds.
10. Models not within the rules to be allowed to compete only at the Contest Director's, discretion. During the season the CD will request an examination of models to check legality. Infringements **will** involve a penalty. (e.g. Undersize wheels, 1 minute to be deducted from the fly-off time) You have been warned!!!!
11. Pilots who have registered a unique 35 MHz frequency with the Contest Directors' will be given total priority of that frequency. Special frequency rules may apply at some sites, please check before travelling.
12. For various reasons (e.g. safety) these rules may need to be adjusted on the day by the Contest Director.
13. Return timesheets + entry fee (if required), to the Contest Director, whose decisions are final. There may be an entry fee at some events.

Construction of the model rules are as follows:

WESSEX TOMBOY 36

1. Vic Smeed Tomboy with 36" span and small tailplane as per plan. Depending on the plan you use there are slight variations in size of tail plane therefore we have adopted a maximum span of 423mm x 110mm chord including elevator.

2. Wing to use bottom spar only. Free choice of spar material.
3. Extra strengthening allowed to the airframe.
4. Any covering material allowed.
5. Pair 2“(50mm) min. diameter x 15mm min. width balloon style wheels to be fitted.
6. 2 servos to be used for rudder and elevator control only.
7. Engine to be a **standard unmodified** beam mounted **MP Jet 040 Classic of 0.6cc** with the **standard 2cc ali tank**. (This is the recommended engine.)
8. Or **standard Mills .75** either original or other replica. Integral fitted **fuel tank of 2cc maximum capacity** to be used. (access required to check capacity). Standard, or replica, carburettor only.
9. Engines that have tanks with two holes, one for filling and one for air intake, can extend ONE only of those holes using fuel tube or metal of nominal bore, maximum length 20mm. Maximum fuel capacity not to exceed 2cc.
10. Any two bladed propeller to be used. No folding props allowed.

WESSEX TOMBOY Senior 48

1. Vic Smeed Tomboy scaled up by 1/3rd to 48” span.
2. Wing to use bottom spar only. Free choice of spar material.
3. Extra strengthening allowed.
4. Any covering material allowed.
5. Pair 2.5“ min. diameter x 20mm min. width balloon style wheels to be fitted.
6. 2 or 3 servos to be used for rudder, elevator and optional motor cut-out only. Throttle control not allowed.
7. Engine to be **standard Mills 1.3** either original or replica.
8. Integral fitted **fuel tank of 6cc maximum** capacity to be used. (access required to check capacity) Note: Irvine tank is larger, an aluminium insert is required to reduce capacity to 6cc. (Contact James Parry if further information is required.)
9. Standard, or replica, carburettor only.
10. Engines that have tanks with two holes, one for filling and one for air intake, can extend ONE only of those holes using fuel tube or metal of nominal bore, maximum length 20mm. Maximum fuel capacity not to exceed 6cc.
11. Any two bladed propeller to be used. No folding props allowed.

Helpful notes:

These rules are specifically designed to enable the vast majority of modellers to have fun building and flying a competitive Tomboy and to minimise the excessive heights that have been achieved in the past. A wide range of Mills engines can be utilised as well as the MP Jet 040 Classic diesel.

2cc Mills tanks and both new and second hand Mills engines are available from Peter Rose (Tel: 07900 841 550). MP Jet 040 Classic engines are available from Flitehook (02380 861 541). Partial Tomboy kits are available from the Old School Model Aeroplane Factory (0208 647 1033), Belair etc. A variety of Mills engines are often available on eBay.

Contact James Parry to receive Wessex Tomboy information and to register your frequency by phone or email, it will be on a first come first served basis. No 27 MHz permitted. See also our own website for full details: www.wessexaml.co.uk