

All A.M.A. rules from the control line general and control line speed sections shall be applicable, except as follows:

1) AIRFRAME & CONTROL SYSTEM:

1.1 Any design configuration and construction method is permissible so long as the contest management considers the model to be safe and sound.

1.2 The maximum weight of the aircraft in ready-to-fly condition including fuel shall be 34 ounces.

1.3 The control system, may be external or enclosed in the wing and fuse. A two line or monoline control may be used.

1.4 Entrants are encouraged to use "Classic" speed model designs with full fuselage, upright engine and symmetrical surfaces. Other designs including profile and asymmetrical may be used.

2) LINES & PULL TEST:

2.1 The model may use two line or monoline for control. The distance between the centerline of the fuselage and the center of the control handle grip shall be a minimum of 70 feet.

a. Airplanes flown on a single wire system shall use a wire of a minimum .026 diameter.

b. Airplanes flown on two line wire system shall use wire of .020 diameter.

2.2 The model and entire control system, lines and handle shall receive a forty (40) g pull test.

3) ENGINE:

3.1 Any engine from .28 to .4028 cubic inch displacement is allowed.

a. Either open face exhaust of mini pipes may be used. No megaphone, full wave pipes or pylon style mufflers are allowed.

b. Any fuel system including pressure is allowed.

4) FUEL:

4.1 Fuel will be supplied by the contest management

4.2 Fuel used shall be the A.M.A. formula: 70% methanol , 10% nitromethane and 20% lubricant.

5) OTHER:

5.1 Scoring of the flight shall be a time of ½ mile (6 laps). Timing will start after the pilot has completed two or more if desired, laps in the pylon.

5.2 All other general rules for control line speed flying (attempts, number of models, competition flying from pylon, timing of flights, etc.) shall be applicable.

5.3 Entrant of the model shall, in each attempt for flight, participate as the pilot or start and regulate the engine and launch the model. The only acceptable exception to this rule would be if the entrant were handicapped and unable to perform pilot or starting crew duties.