

Spring in the Air Contest 2018 Special Rules

Ohlsson Side Port LER event:

1. Discussion: Presently any Ohlsson side port ignition engine is allowed. This includes Ohlsson .60, .23, .19 side port engines. However, it is not common or competitive to fly .19 and .23 size engines. These rule changes will allow the smaller engines to be more competitive, by increasing the run time to 45 seconds (the same time previously used for the Ohlsson .60 with a small exhaust port) and allowing no minimum weight requirements when using the Ohlsson .19 or .23. These requirements are the same as the Ohlsson .23 LER event. The “No minimum weight requirement” allows the builder to keep the weight down as low as possible. The model should climb faster and glide longer in lighter lift. However, in actual practice it is difficult to build an Ohlsson .19/.23 size model to 10 ounces per sq. ft. additionally, the 45 second engine run allows the model time to get to thermal altitude and helps counter the small size disadvantage in glide capability.
2. Special rule change for this 2018 contest:
 - a) Paragraph 8S. Ohlsson Side Port LER event
 - b) Sub Paragraph c. Minimum model weight is 10 oz. per sq. ft. of plan form wing area. “Add” (if using Ohlsson .19 or .23 side port there are no minimum weight requirements.)
 - c) Sub Paragraph f. Engine run time: 35 seconds all engines. “Add” (except Ohlsson .19 or .23 side ports run time is 45 seconds.)

Texaco Uncombined: This is the set up.

When pilots register for the event they must declare the type of event they will fly. These are:

1. Texaco Ignition; (using any SAM legal ignition engine, Converted ignition engine or diesel),
2. Texaco Glow; (using any SAM legal glow engine 2 or 4 cycle, no diesels),
3. Classic Texaco; (including Brown Jr. using pre 1943 designed original spark ignition engines only).

All other rules for each category would apply such as ROG, fuel allotment, and engine modifications, etc. The best flight of three would be scored and certificates and cash awarded for first place (only) in each of the three categories. The proposed changes are all administrative; except all diesels being classed in Texaco Ignition. The events are all flown as they normally would be for a combined event. This should encourage the entries to include ½ A Texaco and A Texaco using their fuel allotments but scoring the longest single flight of three.