OTVR A2

Old time regulation for glider models called A2 and/or Nordic designed or planned or produced in assembly kits up to the year 1960.

Technical characteristics.

The models must correspond to the technical requirements of the A2 category which are respectively minimum weight 410 gr. Total surface given by the sum of the plan projections of the wing surface plus the depth surface which must be between 32 and 34 dm2. Competitors are required to have with them the drawing or triptych from which they have reproduced their model, with the main measurements of the model indicated in order to facilitate any random checks by the Contest Director.

The model must have been designed, built, published or proposed in assembly kits before 31 December 1960 (note 1)

The use of the original profiles and materials compatible with those used in the original project is mandatory. It is permitted to increase the strength of the structures to adapt them to the greater aerodynamic stresses that radio control piloting requires. (for example by increasing the section of the spar) but not its position (note 3), it is forbidden to mount a Dbox if it is not foreseen in the project.

It is forbidden to modify the number of wing ribs, only the possibility of separating an entire wing into two halves is permitted if this configuration is not foreseen in the project.

Reproduction only in 1:1 scale, scaling up and down is prohibited. (with a tolerance of +/- 2% on linear measurements and +/- 10% on dihedral)

The modifications necessary for the use of a radio control device are permitted, limited to the depth and rudder control. The use of the control on the ailerons is permitted if they were present in place of the rudder in the original project.

The name of the model and the project date must be shown on the model, in a clearly visible position.

Take-off.

Three types of take-off are foreseen.

1) Use of an electric motor of any type and a lithium battery max 3S of any capacity. The engine is mounted at the front, the tip of the nose cone must coincide approximately with the tip of the nose of the model. A calibrated altimeter (logger) must be mounted that switches off the engine at 50 meters of altitude or 30 seconds of engine time when the first of the two set limits is reached.

2) Elastic cable with 7.5 meters of rubber and 50 meters of nylon. The distance from the anchoring peg of the elastic cable and the take-off point must not exceed 80 meters. The maximum traction at maximum extension of the cable must be 2.5 kg.

3) Cable 50 meters long under a traction of 2.5 kg and direct towing, or anchored to a peg fixed in the ground and towing with a pulley and a single tow.

Next to the competitor there can only be one helper who also functions as a timekeeper.

Flight time.

The full tank will be 3 minutes. The race will be carried out with the two types of model at the same time. The electric ones will have a take-off corridor parallel to that of the bungee cord gliders and the latter will be allocated the largest area of the take-off area. Random checks will be made at the discretion of the race director on the traction of the bungee cord which at maximum elongation must not exceed 2.5 kg (note 2) or of the live cable which must be 50 meters long under the traction of 1 kg.

Ranking.

The race ranking will be unique for the two types of model, the maximum score per flight will be the time flown from the moment of release from the model's cable or from the moment the logger intervenes to turn off the engine, which will also be declared by the pilot to his assistant/timekeeper, and will give a maximum score of 180 points. The flight lasting less than the full will have a score equal to the seconds flown rounded to the full second (e.g. flight of 2'59.78'' = 2'59'' full seconds = 179 points). 4 launches will be made for each model and the worst will be discarded. In the event of a tie, there will be an unlimited time fly-off launch with simultaneous take-off. The best time will be the winner.

Clarifications.

note 1) There are projects prior to 1951 that were already compliant with the A2 rules, so a start date for the time window has not been indicated.

note 2) The traction of 2.5 kg maximum does not stress the structures too much during towing with the elastic cable, allowing a regular and calm climb, at the same time it does not allow a launch with a slingshot reaching approximately the same heights as the electrified models and in fact equalizing the three types of take-off.

Note 3) The spar passing through the ribs must remain as is, the spar emerging flush with the profile must remain as is, it is forbidden to make an emerging spar if not foreseen in the project and vice versa, it is forbidden to mount a Dbox if it is not foreseen in the project.

Explanatory note) The need to have the declaration of the p on the drawing has not been included