

OMFC P.30 and Coupe D'Hiver Postal Rules v1.2

1. Eligible Models

Models that comply with the existing (2022) FAI F1G (Coupe D'Hiver) and the existing (2022) BMFA P.30 rules are eligible for entry into the competition.

1.1 Weights and Dimensions

Competitors must ensure that the model is compliant with the minimum structure weight, maximum rubber weight and applicable dimensions for its class;

Coupe D'Hiver Weights

Minimum weight of model less motor(s): 70 g

Maximum weight of motor (s) lubricated: 10 g

P.30 Weights

Minimum weight of model, less motor: 40 g

Maximum weight of motor lubricated: 10 g

P.30 Dimensions

Maximum projected span: 30 inches

Maximum length of fuselage including propeller and any release D/T wires:
30 inches

2. Competition Procedure

The competition will consist of one round which will be run between 1st September to 31st October inclusive. The round will consist of several flights to an increasing maximum time as follows:

The maximum for the first flight of each entry will be 90 seconds. If this is achieved, the entrant is permitted a second flight of maximum 120 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved, or flying cannot continue (e.g. because the model is lost or damaged and can't be repaired in time). The score for the entry is the total flight time including the sub-max final flight.

Scores must be submitted in the form of an addition of all the flight times and a final flight time total, e.g. $90+120+150+102 = 462$.

All flights in a round must be made on the same day at the same venue. After the round is finished and all the scores are in, winners are declared as follows:

- Overall Winner – the entrant with the highest overall score in either class.
- P.30 Winner – entrant with the highest score in the P.30 Class who is not the overall winner.
- Coupe D’Hiver Winner – entrant with the highest score in the Coupe D’Hiver class who is not the overall winner.

If there are one or more ties, there will be fly-offs at Port Meadow, date TBC.

2.1 Entry

Each entrant is allowed one competition entry in each class (P.30 or Coupe D’Hiver) with a single model in each class; entrants may not enter two P.30s or two Coupe, but can enter a P.30 and a Coupe.

2.2 Launching

Launching is by hand, the competitor being on the ground (jumping allowed).

2.3 Reporting Times

After flying, please either email (webmaster@oxfordmfc.bmfa.uk) or WhatsApp Chris Brainwood, stating your name, the location/venue (e.g. Port Meadow), the name of the timekeeper, the model(s) and the times of each of the three flights. Times should be reported as soon as possible, and in any event within 24 hrs of the flights. Any times reported after the end of the round will not be counted.

2.4 Attempts

An attempt is a flight of 20 seconds or less. An attempt may be retaken, but the time of a second attempt must be registered as the time of the flight. If no second attempt is made, then the time of the first attempt must be registered as the time of the flight.

2.5 Timing Procedure

Wherever reasonably possible, the timekeeper must be someone other than the entrant. However, members who have no option but to fly alone (e.g. country members) can time their own flights. All times are to be recorded to the nearest second, rounding down – so 105.7 seconds is 105.

3. Awards

Apart from the obvious (and considerable) kudos for winning, each of the top three finishers will receive a valuable comestible such as a packet of Tunnocks Teacakes or Danish Pastry. In addition, the overall winner may receive a tawdry, badly printed certificate in lieu of an actual trophy.