



**DMAA Goldberg Racing
aka Foxberg**

The objective of this event is to provide a means for all flyers to compete equally. This is achieved by strict limitations on airframes and engines. The purpose of this event will always be to have a racing event that is closely matched and is exciting for participants and spectators. All AMA Unified Control Line Racing rules apply except as modified or amended below

1. AIRFRAME

- A. The model shall be a Carl Goldberg *or* Brodak Shoestring, Cosmic Wind or Buster. Direct copies of kits are eligible as well. Wood substitution is allowed so long as it conforms to the original kit.
- B. The engine mounts and plywood doublers may be lengthened rearward for more strength, but may not be thicker or thinner than the originals.
- C. Plywood doublers on the elevator may be enlarged and placed on both the upper and lower surfaces for strength.
- D. No restrictions for rudder offset, engine offset or line angle.
- E. No additional wing sheeting is permitted nor will any wing thinning be allowed.
- F. Any type metal gear may be utilized. the main wheels will be at least 2 inches in diameter and separated by at least 5 inches when viewed from the front of the model. Tailwheels are permitted.
- G. It is suggested the finish be colorful and representative of a real racing aircraft. The canopy will be painted a contrasting color or outlined to be readily apparent. Race numbers will be placed on both sides of the fuselage as well as the upper portion of the inboard wing. (Alternate colorful schemes acceptable)
- H. All remaining items must be as per the kit!

2. ENGINE

The engine must be a stock fox 35 (part number 13500) with no modifications. The piston and liner may be deburred to prevent wear. The needle valve assembly will be stock, however the needle stem may be shortened to prevent damage. The new Fox needle valve that is currently provided with the engine may be substituted in older engines. Skids to protect the needle are permitted. Engines may be subject to tear down to verify their legality. Gasket sets will not be provided by the host club. Screws may be substituted.

3. FUEL SYSTEM

Any size fuel tank is permitted. Tanks may be of any construction and may be bought or custom made. Fuel draw will be suction only, no pressure systems allowed. Tank must be filled through a 1/8 inch tube, no fast or quick fills are allowed. Vents may be directed into the oncoming airstream, however no primer systems or shut offs will be allowed. Entire fuel system must be

located outboard of the airframe centerline. Fuel will be supplied by the contest management and will consist of not more than 10% nitro nor less than 20% oil.

4. PROPELLER

Any commercially available prop may be used. No modifications will be allowed except for light sanding to balance and remove burrs and sharp edges.

5. STARTING

Engine must be started by flicking the prop by hand. Gloves are permitted to prevent cuts, you may also use a "Chicken Stick". No electric starters or any mechanical device will be permitted. "Hot Gloves" or "Hot Thumbs" are prohibited.

6. CREW MEMBERS

Each crew shall have a maximum of three members. These shall include the pilot and two members in the pits. A pit member may be replaced during the race provided that the person replaced leaves the immediate pitting area.

7. CIRCLE LAYOUT

The layout will consist of two circles. The inner circle shall have a radius of 68 feet and the outer circle 76 feet. Pitting must be done outside the outer circle. Pitting inside this circle shall be cause for immediate disqualification from the race.

8. CONTROL LINES

Flying lines will measure 60 feet (+/-6 inches). They shall be of the multi-strand steel type with a diameter not less than .018 inches. Length will be measured from the center of the grip handle to the centerline of the airframe. The model control system will be subject to a 25 pound pull test.

9. RACE FORMAT

Each entrant will have two 70 lap heats. Heats will be flown back to back with two minutes between heats. There will be two mandatory pit stops per heat. An entrant who completes the 70 laps without the required pit stops will fly until the stops are made plus one additional lap before time is stopped. The finals will be 140 laps with 4 pit stops minimum. All races will be done with no less than 2 or no more than 4 entrants.