



2024-25 Design, Build, Fly Q&A #2



Clarification on allowable materials for weight in the fuel tank bottles: Hazardous materials are NOT allowed. If there is any concern that a material may be hazardous, don't use it. If you're not sure and have any doubt at all, don't use it. The rules were written assuming inert materials like water and sand. Keep in mind that in the event of a crash, these materials may be spread over the TIMPA site. We cannot leave materials considered hazardous on the site or we will not be invited back in the future. Please use common sense in selecting materials. If non-hazardous materials other than water or sand are used, such as metal shot or powder (excluding lead), it must be in a permanent binder (such as epoxy) to prevent it from dispersing over the TIMPA field in the event of a crash.

General Questions

1. The rules mention that while the aircraft is in the staging box, it must remain on its landing gear, though blocks may be used to access underneath. If raising the airplane isn't allowed, could you clarify the purpose of the blocks?

Answer: The rules do not state that raising the airplane is not allowed. The airplane may be placed on its landing gear on top of the blocks. See example below.



2. To what extent are we allowed to modify our initial aircraft design that was already mentioned in our proposal?

Answer: There is no requirement to maintain the configuration presented in the proposal, only what is presented in the report as defined in the rules.

3. Are Velcro straps (encircling the bottle) a valid method for securing the fuel bottle Adapter to the bottle?

Answer: Velcro is not an acceptable method to secure the beverage bottle for external fuel tanks due to the potential heavy weight and external loads in flight. Tie wraps would be an acceptable alternative. Velcro is potentially an acceptable method to restrain the optional internal fuel tank if the implementation is approved in tech inspection.

4. Is it permitted to use typical commercial off-the-shelf landing gear actuator units with integrated trunnions (such as the E-flite EFLG30190) for retractable landing gear? Can the full retractable landing gear (including actuator, trunnion system, strut, wheel, door, etc.) be sourced as a complete commercial off-the-shelf unit?

Answer: Commercial items may include landing gear components, just like motors, props, batteries, receivers, ESCs, servos, etc.

5. Do we have to declare the number of planned laps prior to flying Mission 3?

Answer: No.