



# PROCEDURE FOR VALIDATING QUALIFYING VINTAGE STUNT OLD TIME & CLASSIC AIRPLANES

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It is understood that there are many airplane designs that still exist that may qualify to be flown at the Vintage Stunt Championships in Old Time Stunt, Classic Stunt, or both. The purpose of this document is to provide a procedure that can be followed so that these airplanes can be identified with accompanying data provided for review by contest management. This procedure will work for airplanes that were published and for those that were not. Mailing Address and E:Mail address for sending documentation to is listed at the end.

Planes that qualify for Old Time Stunt must have been designed, published or kitted, prior to December 31<sup>st</sup>, 1952. The cutoff date is December 30, 1952.

Planes that qualify for Classic Stunt must have been designed, published or kitted prior to January 1<sup>st</sup>, 1970. The cutoff date is December 31, 1969.

## **Airplane articles and plans that were published in a magazine, local news letters, etc. or kitted:**

- 1) If an article and plans were published in a publication of some kind, then the procedure is simple. All that is needed is a copy of the article and plans sent to either of the mailing address listed below. Since publications are dated and the articles usually come with pictures and plans, validating the proposed aircraft is extremely easy. Airplanes kitted but not published usually come with dated plans and some kind of advertisement. The dated plan and the advertisement information will make validating the proposed aircraft very easy.
- 2) A group picture(s) in which the plane appeared in a publication, even though no article or plans were published, are valid documentation and should be sent.

## **Airplanes that were never published:**

- 1) If a picture of the plane exists and can be authenticated by date either on the front of the picture or on the back, submit the picture or pictures, especially if there was a group photo and someone from the picture can validate the picture was taken in the dated year.
- 2) If plans exist, and they are dated, submit the original(s). The plans will be returned to the sender. Un-kitted planes designed during the Old Time or Classic period which were scratch built using some kind of plan or plans, those plans should be submitted. Many people drew their own plans and worked off of them. Any data that helps identify the time period the plans were drawn in is valid information.
- 3) If the only data available is a dated picture, front or back, the person submitting (if not the designer) will also need someone else to concur with the date. A letter of confirmation of the date of the design and signed by the designer along with designer signed picture(s) is acceptable by the rules for both Old Time and Classic and is grounds for acceptance. If the designer is no longer available, anyone the designer flew with and saw the plane fly or anyone who can concur should be named in the documentation. Either letter of confirmation must include the address and phone number of the signer in its text as a minimum and if possible an e:mail address. The minimum contact information is required.
- 4) The bottom line is: Any and all information that can be provided will go a long way to help validate the proposed aircraft.

**Note:** The reason for this procedure is to encourage those people who built and flew planes that might qualify to be flown at VSC to submit what documentation they have for evaluation. Contest management has several knowledgeable people to help evaluate the submitted data. Who knows, maybe one of these people saw the submitted plane fly or saw it at a contest and can testify to its validity. All data submitted by the sender will be returned along with a letter stating the proposed aircraft's status. Our mission is to validate as many airplanes which meet the criteria.

There is one other requirement. Un-Kitted designs and/or un-published designs once validated by this procedure must be shared and made available either by making drawings available, kits available, or both. In other words a complete package from which the validated aircraft can be reproduced must be made available. This requirement is per the rules for both Old Time and Classic Stunt. Please keep this in mind because it is the responsibility of the designer/sender to do what is necessary to produce a complete package.

## **Mail To One Of The Following:**

Lou Wolgast  
3652 E. Northern Dancer  
Tucson, AZ 85739  
[cdvsc@ccmaonline.org](mailto:cdvsc@ccmaonline.org)

Robin Sizemore  
124055 E. Arbor Vista Blvd.  
Tucson, AZ 85749  
[vscsidekick@ccmaonline.org](mailto:vscsidekick@ccmaonline.org)