



The AMA History Project Presents: History of the VIRGINIA MODEL ASSOCIATION



Written by CAH (1940) Transcribed and reformatted by JS (01/2017)

The following was published in the February 1940 issue of The Academy of Model Aeronautics Journal.

Club and Contest Procedure of the Virginia Model Association

By Charles A. Hulcher, Va.
President, Virginia Model Association

I have been asked to speak briefly on the organization of the Virginia Model Association and its contest procedure. In 1937, the local Hampton Roads Chapter, with the able assistance of its sponsor, Edward R. Sharp, undertook the task of organizing the few existing clubs in to an association intended to foster and encourage model building throughout the state. In some instances we have assisted in the formation of clubs; in no instance have we attempted to change or alter the identity or individualism of any group. Dues of \$1.00 per year per group have purposely been kept low.

Our aim has been to establish an absolute non-commercial state championship meet, planned and run exactly as the contestants see fit. Each group has contributed a small sum for the purpose of purchasing V.M.A.-owned trophies. These trophies are presented to winners in each class to hold for a period of one year. Of course, each group may have as many meets throughout the year as they desire, and may be sponsored commercially or otherwise. The Bulletin of the Association publicizes these numerous meets throughout the state.

In our minds, the worst blow that can be dealt to model builders is to treat them unfairly in the course of a scheduled competition.

The Virginia Model Association has taken every precaution possible to prevent situations of this sort arising, and we have found that the results as evidenced by the general good feeling after a contest have well justified our efforts.

We have arrived at six fundamental points:

1. Officials and timers must have reasonable training.
2. A minimum of two stop watches are necessary to time each contestant.
3. The contestant must be free to make as many flights as he desires.
4. The average of his best three flights are then averaged for his official time.
5. Commercial interests should be minimized.
6. Winners must be announced and trophies awarded at the close of the contest.

The V.M.A. State Championship for 1959 was conducted with those points in mind. Ten N.A.C.A. Engineers were assembled and carefully instructed on the rules relative to timing contestants. One watch times the engine run, another the total flight.

Models were weighed in, and wing area carefully checked. Each contestant registered and was given a number, assigned to a timer, and his class (Large or Small Bore) indicated.

This information was painted on the wing of each ship, the flyer's timing group indicated by A, B, C, etc., and L or S to indicate the engine class. Timers did not need to know the contestant's name. As each flight was made, timers simply placed the time and number of the contestant on a blank sheet. If the engine ran over, no record was kept. At regular intervals, those records were collected for the master timer who kept an up-to-the-minute average of the best three times of each contestant. Records and relative standings were thus available to all contestants at all times, completely eliminating later complaints and misunderstandings.

Over 300 flights were recorded and the winners were announced three minutes after the close of the meet! Not one complaint was registered. We feel that each contestant was given every opportunity to do his best, and to obtain the best performance from his ship.

This PDF is property of the Academy of Model Aeronautics. Permission must be granted by the AMA History Project for any reprint or duplication for public use.

AMA History Project
National Model Aviation Museum
5151 E. Memorial Dr.
Muncie IN 47302
(765) 287-1256, ext. 511
historyproject@modelaircraft.org

