



Cessna Aircraft Company
Raytheon Missile Systems
AIAA Foundation

Please remember that questions submitted prior to the entry deadline of 31 October that were not answered in the FAQ must be resubmitted.

DBF Q&A #9

7 Feb 2009

Q: How big is the starting line where the aircraft has to come to a stop at? How close does the aircraft have to stop to the line? If it is a line, will the main gear have to be on line or does just some part of the aircraft have to be on top of the line?

A: The main gear must be on or ahead of the starting line at the start of each take-off.

Q: With respect to the details of the Design Report, how accurately should the final details of the airplane at the competition match those published in the report?

A: The final flight configuration must be the same as in the report. Allowances will be made for minor adjustments/alterations developed during flight testing. Extent of allowed deviation will be determined by the judges during tech inspection.

Q: For the structural verification during the technical inspection the rules state that the "test will be made with the aircraft filled to its maximum payload capacity." Does this mean with both wing and centerline stores in place?

A: The structural test will be conducted with the heaviest mission payload configuration, the filled centerline store.

Q:

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