



# Academy of Model Aeronautics

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PROPOSAL NO. \_\_\_\_\_  
(To be inserted by Headquarters)

POSTMARK/RECEIVED DATE \_\_\_\_\_  
(To be inserted by Headquarters)

## RULES CHANGE PROPOSAL FORM

Send to AMA Headquarters. (Attach extra sheets if necessary) The current issue of Competition Regulations must be used to reference rules.

*Please Print*

PROPOSAL TYPE (Check One):  Basic  Cross (Indicate Original Proposal Number) \_\_\_\_\_

Urgent/Safety/Emergency  Interpretation

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General Section  Executive Council  Outdoor Free Flight  Indoor Free Flight  CL Speed

CL Racing  CL Navy Carrier  CL Aerobatics  CL Combat  CL Special Events  RC Aerobatics

RC Scale Aerobatics  RC Pylon Racing  RC Helicopter  RC Soaring  Scale  Electric

Special Events  RC Combat

### Brief summary of the proposed change.

This out of cycle interpretation proposal requests clarification to the Builder of the Model (BOM) rule as applied to the (3) open power classes of Free-Flight. This clarification will determine if the interpretation of the "average kit" includes pre-built uncovered sub-assemblies. Recommend category B. processing (Immediate action, optional immediate enforcement).

Exact wording proposed for the rule book. (List paragraph numbers where applicable. Example: Change "quote present rule book wording" to "exact wording required". Attach additional sheet if needed.

### Current rule:

**6. Builder of Model.** The CD shall make every reasonable effort to assure himself that each flier has completely "constructed" the model(s) he uses in competition, including the covering where used, with "constructed" to be interpreted as the action required to complete a model starting with no more prefabrication than the amount used in the average kit. Models which are completely prefabricated and require only a few minutes of unskilled effort for their completion shall be excluded from competition. In the case of rubber-powered models (excluding Indoor duration models), commercially available balsa, plastic, and hardwood propellers may be used. Materials and design may be obtained from any source, including kits. The builder-of-the-model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event.

### Interpreted rule applied to open power events 101 Class 1/2A, 102-103 Class A-B, 104-105 Class C-D:

**6. Builder of Model.** The CD shall make every reasonable effort to assure himself that each flier has completely "constructed" the model(s) he uses in competition, including the covering where used, with "constructed" to be interpreted as the action required to complete a model starting with no more prefabrication than the amount used in the average kit ("**average kit" is interpreted by the Free Flight Contest Board as a model that may consist of precut, unassembled parts or assembled (uncovered) subcomponents such as wings, stabilizers, rudders, fuselages; requiring a minimum of a few hours of skilled assembly time and covering**). Models which are completely prefabricated and require only a few minutes of unskilled effort for their completion shall be excluded from competition. In the case of rubber-powered models (excluding Indoor duration models), commercially available balsa, plastic, and hardwood propellers may be used. Materials and design may be obtained from any source, including kits. The builder-of-the-model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event.

**Logic behind proposed change, including alleged shortcomings of the present rules.  
State intent for future reference.**

Interpretations of the BOM by contestants and contest directors vary greatly across the country. Debates of what is considered the “average kit” evoke emotional responses from every facet of the Free Flight community. These responses are generally aligned with a pro or con BOM position. The pro side contends that 100% of the model must be generated from raw materials and be constructed by the builder. The cons contend that today’s “average kit” includes pre-fabricated sub-components. Elimination of the BOM within the FAI Free Flight events has resulted in commercially available wing, stab, and rudder sub-components. These subcomponents typically consist of carbon taco shells and carbon capped ribs. Purchasing these sub-components by no means constitutes a Ready to Fly configuration; yet saves the builder numerous hours of construction time. The AMA community at large has accepted that pre-fabricated fuselage and tailbooms are within the rules; however, the community remains split on the use of other sub-components. Differentially applied BOM standards have resulted in unfair and unknown playing fields. Models constructed with wing and stab subcomponents have been certified with national records raising this issue to a higher level. This proposal will clarify the definition of the “average kit” for the open power events. It will serve as future guidance for both contestants and CD’s relative to this issue. This clarification also reflects the philosophy behind the intent of open power.

Note: Recommend category B. processing (Immediate action, optional immediate enforcement). This topic has been the subject of many recent discussions. The change of engine displacement categories had prompted contestants to re-evaluate their strategies as well as priorities, yet contestants are unsure of the ground rules. CD’s are advertising that BOM requirements will be loosely enforced at contests under their purview. Commercial ventures are confusing this issue by advertising that subcomponents are BOM legal. The Free Flight Contest Board needs to exercise their authority ASAP to remedy this disparity for the betterment of the community.

**New event test data/information (new events only), please provide what testing of this new event has taken place to include number of participants and number of contests.**

Not applicable.

Note: The Contest Board Chairman may, in coordination with the submitter of the proposal, at any time prior to submitting a proposal to the Contest Board for Final Vote, edit proposal wording to increase clarity and to avoid ambiguity provided the proposal intent is not changed. **Signatures of one Contest Director and two Open class members are required.**

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