



Competition Regulations 2007-2008

Rules Governing Model Aviation Competition in the United States

General Information All Categories

Amendment Listing

Original Issue	1/1/2007	Publication of Competition Regulations
Edit	1/17/07	Inserted missing sentence in item #9
Edit	1/18/07	Fixed typographical error

General Information

All Categories

PROVISIONS FOR ISSUANCE By authority of the bylaws of the Academy of Model Aeronautics (AMA), the following model aircraft classifications and regulations, enacted by the AMA Contest Boards and/or the Executive Council, are prescribed for AMA sanctioned activities within the United States of America and its territories or possessions. Any references to international class regulations are by authority of the Academy's designation as the U.S. aeromodeling representative of the National Aeronautic Association (NAA), member of the Federation Aeronautique Internationale (FAI), worldwide governing body for all sporting aviation.

AMA SANCTIONED EVENTS

AMA sanctions contests, fly for fun meets, demonstrations, and other flying events. An AMA sanction means that the activity is endorsed by the Academy, is supervised by an AMA Contest Director (CD), is intended for AMA members only, and that the dates are protected from competing AMA activities in the vicinity.

Sanctioning also means that those participating in the activity are insured. A participating AMA member is assured that other fliers are insured to protect him just as his AMA insurance protects others.

A sanction application must be submitted by an Academy Contest Director. Approval of the sanction is contingent upon the CD being current for the event dates involved. Sanction applications may be obtained upon request from AMA Headquarters.

• CONTEST DIRECTORS

A "CONTEST DIRECTOR" is a title bestowed on a selected individual that is already a member of AMA and has been for a minimum of three consecutive years. The Contest Director has the authority to administrate and supervise AMA Sanctioned Events under those procedures and guidelines as prescribed by the AMA Executive Council.

The Contest Director acts as a representative for AMA in the administration of sanctioned events. There is a high level of responsibility as a result of this status. The concerns of properly applying the rules, maintaining fairness, and providing high levels of safety in connection with the event are basic. In acting as the Academy's representative, the CD is protected by Insurance and, if necessary, legal support. It should be noted, however, that such protection requires that the task be done in a competent manner.

Contests advertised to the public and to model aviation clubs as AMA-approved events must be sanctioned by the AMA. Potential contestants must be assured that the AMA Competition Regulations will apply. Because AMA Sanctions exist to promote national standards, each Contest Director shall enforce the AMA Competition Regulations as written for Class A-AAAAA competitions unless overriding concerns about safety, adverse weather, dangerous terrain, or other serious issues dictate otherwise. Proposed deviations from the AMA rules must be detailed as part of the pre-contest sanction request. Such changes will be reviewed by the Technical Director for, 1) possible safety or procedural concern, 2) determination of whether the deviations will be allowed, and 3) which sanction status, 'A' or 'C' will be assigned. IF additional guidance is needed or in the case of an appeal, the Contest Board Coordinator and the Contest Board Chairman for the event(s) in question will be included in the decision process. The details for AMA sanctioned contests to be conducted with rules deviations must be announced in advance (e.g. by advertisement in Model Aviation; club newsletter; flyers ;etc) and, if possible, by notice directed to clubs (e.g., by the Internet; FAX; etc). The intent should be to inform as many potential contestants as possible before travel, especially out-of-towners. Rules deviations either announced in advance of contests or by necessity first announced just prior to the competitions due to immediate concerns, must not be arbitrary, involve personal bias, or unnecessarily violate the competitive tone and historical integrity of any event. AMA CDs should recognize that modelers are willing to deal with reasonable hardships in order to compete under long-accepted traditional rules. Therefore, the consensus opinion of a majority of contestants involved should be considered regarding rules deviations announced on site.

In order to effectively oversee conduct of an event, the CD is granted specific authority relating to organization, rules, and safety. In addition, the CD at an AMA sanctioned event has the authority to perform safety inspections of any equipment and to prevent any participant from using equipment which, in the CD's opinion, is deemed unsafe. Furthermore, the CD shall have irrevocable authority to disqualify or prevent from flying any participant whose ability is, in the CD's opinion, impaired by the use of alcohol or drugs.

AMA CDs who are lax in running events and fail to enforce standard rules jeopardize their official standing and encourage criticism of the value of an AMA sanction. Even for local sanctioned contests, temptations to modify the standard rules should be resisted so that the integrity of

EC = Executive Council Jurisdiction
CB = Contest Board Jurisdiction
EC/CB = Joint Jurisdiction

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events can be protected. Regular offerings of standard rules at sanctioned contests will provide consistent opportunities to aspiring contestants (especially newcomers) to gain valuable experience. Where out-of-town participants are involved, the entrants have a right to expect strict adherence to regulations. To ignore this is to invite protests and disqualification of record performances, for instance. To this end, contestants may submit their objective evaluations of administration of contests to the respective CDs for consideration.

A Contest Director, when acting as a representative of the Academy, is responsible for properly applying the rules, maintaining fairness, and the completion of all required applications and reports.

A CD must at all times remember that he is a representative of AMA and will conduct himself in a professional manner. He must be present at all times when the event he is responsible for is taking place. It is his responsibility to find a suitable replacement if he is unable to fulfill his responsibilities.

A CD is responsible to see that all safety rules and precautions are followed to the letter. Any CD who knowingly allows an unsafe condition to exist is subject to the loss of his CD status.

Overall, the AMA Executive Council is responsible to correct the deficiencies in the AMA Contest Director program. The changes should be aimed at protecting AMA against potential liability, while maintaining and motivating AMA members to perform the volunteer service of Contest Director. Where the position is abused, AMA needs to be ready to act fairly, yet remove the CD designation, if such be warranted.

Interpretation. There are many precedents to follow in not upholding the letter of the law in rule enforcement! This is frequently necessary if the rule language is inadequate or unclear. However, the intent is usually understood and this should be the determining factor in decisions. The Judge's Guide, if one is available for an event in question, should be influential in decision making because it points up the intent of the rules. On the other hand, where the language is clear, there should be no question of following a rule exactly as written.

AMA MEMBER RESPONSIBILITY

It is of the utmost importance that we AMA members observe, first of all, the safety rules of our particular sport. Every one of us is hurt when carelessness causes an accident, hindering model aviation's progress.

The safety rules may seem to be designed to obstruct your enjoyment of this sport, but some guidelines must be set if we are to prove ourselves the responsible people we proclaim ourselves to be.

It is not a sign of intelligence or skill to be able to fly among or above spectators. It shows a definite lack of common sense. You may know what you are doing, but you have no way of knowing what anyone else will do. The

unpredictable spectator must be allowed for, when you fly. Remember, the safety rules are designed to protect you, primarily.

It is to your personal benefit to make certain that no action on your part will result in an accident. The temptation to show off your flying skill increases in direct proportion to the number of spectators. While demonstrating your mastery of all the variables involved in this sport, it does no good to scare anyone.

DELAY OR CANCELLATION OF EVENTS

Under certain conditions a sanctioned event may be canceled. Where site availability is withdrawn prior to the event, AMA Headquarters should be notified in writing immediately. Every effort will be made to provide news of such cancellations in the Model Aviation event calendar. The cancellation of an event while it is in operation requires careful consideration. Typically, such cancellation is weather-related. Conditions to be considered for the cancellation of an event due to weather or natural causes include, but are not limited to:

Wind—strong and sustained. While wind speeds of 40 mph have been arbitrarily listed as a maximum, it should be noted that the type of models being flown dictate whether the event can be flown safely. Exceptionally strong gusts and wind direction in relation to the field layout are important considerations.

Rain—heavy, steady. The possibility of hail, tornado, and hurricane activity is of special concern.

Other—lightning, flood, earthquake, fog, extreme temperature, and air conditions, other natural causes. Lightning presents a significant danger. While it is unlikely that complete event cancellation due to lightning will be required, every effort should be made to suspend flying and allow participants to seek shelter in its presence.

The responsibility for the cancellation of an event rests with the Contest Director. If the CD feels the event cannot be flown safely he may cancel it. Mere discomfort or marginal conditions do not constitute reasons for cancellation. Consideration should be given concerning risk to equipment and, in particular, the safety of the participants and spectators. The CD may seek guidance through the use of a contestant vote. Resanctioning of an event for weather-related conditions or natural causes will only be done if the conditions meet the basic criteria outlined.

Delay of Event. An event may be delayed, either initially or during the period of normal operation, at the CD's discretion. Typically, delays will be caused by natural or weather-related problems; however, other concerns of an emergency nature may be considered grounds for delaying the event. When delays occur due to unfavorable weather conditions, it is understood that flying will resume when conditions improve to the level present prior to the delay. The CD is responsible for informing the participants present at the event, at regular intervals, as to the reasons for the delay and the possible time for resumption. In the case of competitive events, a delayed event will not be resumed if it is determined that time constraints will prevent the completion of adequate rounds of flying to determine a winner.

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Cancellation Due To Low Entry. Cancellation of an advertised event on the day of the contest, because of low entry, may not be done. A participant who has shown to fly in an advertised event must be permitted to enter an event which includes that class of model originally advertised. In instances where pre-entry is required, cancellation of an event due to low entry may occur in instances where 45 days exist between the pre-entry deadline and the contest. Upon cancellation of an event or events, the contest management shall be required to inform those pre-entered individuals of the cancellation by mail.

SUPPLEMENTAL AND PROVISIONAL RULES

The rules specifically identified as supplemental or provisional do not qualify as "official" model aircraft regulations of the Academy of Model Aeronautics. They may not, therefore, be included as official events in AMA's annual National Model Aeromodeling Championships. But these rules have been examined by those AMA Contest Boards concerned and have been approved, particularly for safety, so that they may be included in all sanctioned AMA meets, other than the Nationals.

Supplemental rules are those which are included to provide a national standard for an activity that is felt to be engaged in by a substantial number of competitors, especially in some local areas. These rules are intended, therefore, to encourage the continuance of this activity. CDs may include events for these rules with the knowledge that they are known nationally and may be easily advertised or promoted by simple listing as for other events.

Provisional rules are those which are being tested by a Contest Board with the aim of possible upgrading to official rules. CDs are urged to include these events in contests so that the rules may be tested for suitability before final adoption—the Contest Board is receptive to suggestions concerned with these rules for improvement, modification, rejection, or any other consideration which may help decide their final status. It should be noted also that unless adequate testing is done by inclusion of provisional events in events, the rules may be eventually rejected on the basis that insufficient interest has been demonstrated to justify continued support. The latter point applies also to supplemental rules.

RULES CHANGE PROCEDURES

The procedure for changing, amending, or adding rules to this book is a formal one and should be followed in detail to cause the least amount of confusion among the various people who are concerned with the rulemaking process. Any FAI rules are the province of the CIAM and are enacted and amended by that body. Changes in the rules should be proposed by letter to the appropriate US representative through AMA HQ.

The procedures of the Contest Boards (the bodies that actually enact AMA rules) are set and amended by a 60 percent majority vote of a body consisting of the Executive Council, Contest Board Chairmen, and the Contest Board Coordinator after review and comment by all members of the various Boards. The timing of these actions need not coincide with the normal rulemaking cycle, so it is likely

that information published every two (2) years in the rule book will not be current. Always contact Headquarters for the most recent information and read the Competition News section of Model Aviation magazine, which lists those changes, to stay current. Also, read that section to see the full text and Contest Board actions on rules change proposal.

At this time, the procedure for changing a rule is as follows:

Rules Review Schedule

These procedures provide and follow a two-year schedule (cycle). The schedule will be strictly adhered to by all board members and administered by the Competitions/Technical Department staff at AMA HQ.

RULE PROPOSAL CYCLE SCHEDULE (Exhibit C)

Year 1

Jan 1 – Sept 30 Accept basic rules change proposals.
Oct 15 Review of basic rules change proposals by chairpersons completed.
Oct 30 Proposals published.
Oct 31 – November 30 Comments from general membership accepted.
Nov 31 Initial vote mailed to contest boards.
Dec 15 Initial vote due at AMA HQ by mail ballot or e-mail ballot
Dec 31 Results of initial votes published.

Year 2

Jan 1 – Mar 1 Cross proposals accepted.
Mar 15 Cross proposals published.
Mar 31 Interim vote mailed to contest boards.
Apr 15 Interim vote due at AMA HQ by mail or e-mail.
May 15 Final vote sent to contest boards.
Jun 15 Final vote due at AMA HQ.
Jul 1 Final vote results published.
Jul 31 Manuscript for new rule book generated and mailed to contest board chairpersons.
Aug – Nov Make final changes to rule book and generate rule book.
Nov – Dec Publish rule book

Proposal Preparation and Submission

Any open class AMA member may submit a rules change proposal by filing a completed **RULES CHANGE PROPOSAL FORM** with AMA Headquarters by the specified postmark deadline. Upon receipt of the proposal at Headquarters it will be reviewed by the Headquarters Competitions/Technical Department Staff to assure that it has been properly submitted (correct form used, properly filled out, required signatures, clearly stated proposals). If the proposal, as submitted, does not pass the review at Headquarters it shall be returned to the proposer with an explanation of what is required to present it properly. The proposer will have fifteen days from the postmark date of the Headquarters notification to make corrections required for the proposal to be accepted.

TYPES OF PROPOSALS

There are five basic types of proposals: Basic, Cross, Safety/ Emergency, Urgent and Interpretation.

Basic Rules Change Proposal

Basic rules change proposals may be filed by any open class AMA member (as outlined above). This form of proposal is the "normal" type of proposal filed to request a rules change. Basic Rules Change Proposals follow the schedule established by exhibit C, as such they must be submitted in the first year of the rules change cycle, within the deadlines established by exhibit C.

Cross Proposals

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Cross proposals may be filed by any open class AMA member (as outlined above). Cross proposals are alternate means of accomplishing the objectives of a basic proposal which has passed the initial ballot (see Contest Board Voting section). While there is broad latitude in allowing alternative proposals, the original objective should be.

OFF CYCLE PROPOSALS

Because of the relatively long time required to get a rules proposal through the normal process there are alternative paths for legislation which may be enacted quickly. These proposals may take the form of a Safety/Emergency, Urgent or Interpretation proposal. Each serves a different purpose. The Technical Director (in conjunction with the Contest Board Chairperson or Coordinator) will determine which of these various categories a proposal should fall into, based on the content or the perceived dangers of delaying action on the proposal.

New rules put in place by Urgent or Interpretation proposals shall become mandatory on January 1 of the year following their original issue (see 8.3.5). Rules put in place by Safety/Emergency proposals are put in effect immediately.

Safety/Emergency Proposals

In general, proposals addressing problems which might result in loss of life, affect people's health or cause excessive property damage may be given Safety/Emergency status. The intent of a Safety/Emergency Proposal is to quickly modify or enhance an existing rule to create a safer flying environment -- an actual change in a rule is indicated in such a proposal. Such proposals will be acted upon in ways described in 8.3.3 following.

Urgent Proposals

Urgent proposals are not an interpretation of existing rules nor necessarily related to safety. Urgent proposals are proposals that cannot wait for the normal rules change cycle due to there being a problem with the current rules that adversely affects the event in some manner. An Urgent proposal will constitute an actual change in the rules, and therefore the justification for this type of proposal must be very closely scrutinized to prevent abuse. Urgent Proposals will be acted upon as described in 8.3. using options "B" & "C".

Interpretation Proposals

An Interpretation Proposal does not change the existing rule but provides information designed to clarify it. It deals with interpretations of the rules, or ways in which the rules are applied in the field, where situations are not clearly dangerous. Interpretation proposals will be dealt with as described in 8.3 using options "B" & "C". This is the only formal method by which a rule may be interpreted. The full document on [Contest Board Procedures](#) is available from AMA Headquarters and covers much more than this brief summary. However, this brief version should allow each reader to fulfill his responsibility in the running of our organization in a democratic way.

GUIDELINES FOR CONTEST COORDINATORS

Contest Coordinators are charged with the responsibility of promoting the sport by reducing the conflicts retained. Cross proposals will not be used to introduce new rules changes or to reintroduce proposals that were defeated in the Initial Ballot. that inevitably arise in a heterogeneous hobby like ours. This is best done by people at the local level, making responsible decisions about conditions in their own Districts. While we recognize the absolute necessity for judgment at the local level, we offer the following guidelines so that in the event of a lack of precedent or lack of familiarity with particular problems, there may be a certain degree of uniformity among decisions.

Protected Drawing Area. The base on which the system is built is that of protected drawing area. Actually, this should be interpreted as modeler population, but this is very difficult to use even in the most general sense. Only after years of experience in a certain District can a Coordinator develop a feel for who flies what and lives where. It is hoped that those Coordinators who have developed this information will use it rather than coarse area measure which we propose here.

In general, on the same date, there should be at least the following distance separating contests: Class A 100 miles Class AA 300 miles Class AAA or AAAAA 450 miles (These distances should be scaled down in high population density areas and should be scaled up in low population areas.)

Class AAA or AAAAA meets are not to be allowed to conflict with an AMA-sponsored National or International Contest anywhere in the country, but Class A and AA meets may be allowed provided that they are at least 1,000 miles away. FAI semifinals or finals are not considered to be in conflict with other meets that do not offer the same events. Traditional Class AAA or AAAAA meets may be scheduled in conflict with FAI semifinals or finals if the Contest Director of the Class AAA or AAAAA meet is informed of the conflict and does not choose to change dates. This concession is due to the fact that both types of meets are generally scheduled on three-day weekends, and these are in very short supply.

(Note: The National Aeromodeling Championships (Nats) shall be identified by a AAAAA contest classification. Only one such competition may be held in a given year The Executive Council shall be the sole determining authority, relative to whether the competition is held, the dates of its operation, and the location.)

Traditional Contest. Any Class AA, AAA, or AAAAA contest that has been held annually on the same date or weekend for the last three (3) years shall be considered a traditional contest and shall be allowed first choice of that usual date and take precedence over any Class AAA or AAAAA contest date, provided that the sanction application and fee are submitted from six (6) months to one (1) year before the desired date. Such traditional dates may be reassigned if no contest sanction request is received within such time period. The AMA District Vice President is authorized to change, either permanently or temporarily, the date of any contest that has traditional status, to help alleviate the problem of internal conflicts.

Conflicts of Contests in Different Categories. Contests in different categories (Control Line, Free Flight, Indoor,

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Radio Control) should not be considered to be in conflict in the protected drawing area concept. Sanction issuance to several contests that are restricted on a category basis in a small area is encouraged.

Acceptance of Sanction Applications. Sanction applications may not be honored if submitted more than one (1) year or less than 30 days prior to the proposed date of the contest, except that Record Trials and Demonstration event applications may be submitted no less than 20 days prior to the proposed date. In the original contest sanction application, the submission of an alternate date or dates acceptable to the applicant are to be set forth.

Order of Acceptance. All correctly completed sanction applications accompanied with correct fees will be honored in the order received after consideration of the conditions mentioned above. In all cases of conflicting requests that arrive simultaneously, larger meets will take precedence over restricted meets unless the restrictions nullify possible conflicts as outlined in the rule book instructions.

Correct Sanction Applications. Sanction applications are correct if they meet all the requirements outlined in the front of the rule book. Applications for contests in the next calendar year must include proof that the CD has paid his license fees for that year or those fees may accompany the sanction request.

Communications Between Contest Coordinators in Adjacent Districts. It is absolutely imperative that Coordinators in adjacent Districts cooperate in the issuance of sanctions where the guidelines indicate that a contest will draw participants from a District adjacent to that in which the application is made. In case of possible interference of this type, the Coordinator is responsible for communicating with the Coordinator of the adjacent District at the earliest possible time so that interference will be minimized. In cases where this cooperation is nonexistent, or where a Coordinator feels that he is not operating at maximum efficiency because of lack of cooperation of a Coordinator in an adjacent District, it is his responsibility to bring this to the attention of his District Vice President who will resolve the problem through the VP of the adjacent District.

Appeal. If an individual club is unhappy with its approved date, or feels that the date of another club is a result of a procedural error, the affected club officers may appeal to the respective District VP. The VP, in making his decision, should also contact the VP and/or Coordinator of any other District involved, Decision of the VP is final.

SANCTIONED EVENTS

1. Sanctioned Events. The Academy of Model Aeronautics sanctions the following types of model activities. Flying activities include A, AA, AAA, AAAA contests, Class B contests, Record Trials, National, and International contests that are part of the AMA Team Selection program. There will be no preferences or priorities extended to any participant(s) on any geographical, organizational, cultural, or social basis. Any such restrictions automatically relegate

the activity to a B classification. These activities will be conducted by licensed Contest Directors according to these official regulations.

(Note: The National Aeromodeling Championships shall be identified by a AAAAA contest classification. Only one such competition may be held in a given year: The Executive Council shall be the sole determining authority, relative to whether the competition is held, the dates of its operation, and the location.)

(Note: Liability protection for site owner(s) and/or sponsor(s) in connection with AMA sanctioned events may be obtained from AMA Headquarters at extra cost above sanction fees. However such protection may already be in effect by reason of the AMA Charter Club program--check first.)

1.1 Official medals of the AMA shall be available to clubs and to organizations as awards for achievements in model aeronautics. The medals shall be available without engraving or date so that they may be used at other contests or may be returned to the AMA for credit or refund. Medals which have been engraved or damaged may not be returned. Gold-finish medals will signify first place, silver-finish medals will signify second place and bronze-finish medals will signify other places. Requests for medals should be made by contacting Supply and Service Department at AMA Headquarters.

2. Application for Sanction. All sanction applications except for AMA-sponsored national or international contests, finals meets of AMA team selection programs must be submitted by a CD of AMA to the appropriate District Contest Coordinator no more than one (1) year and no less than 30 days before the proposed contest date. In the original contest sanction application, the submission of an alternate date or dates acceptable to the applicant are to be set forth. Record Trials and Demonstration event applications may be made as little as 20 days before the proposed date. All sanction fees must accompany the sanction application. Applications for sanctions in the next calendar year must be accompanied by evidence that the CD has paid his fees that year, or is entitled to free membership for next year; otherwise the next year's fees must be enclosed with the application. The Contest Coordinator will forward the sanction application and fees to AMA FIQ if no date conflicts exist.

2.1. Rain dates are not recognized by AMA, but should a contest be canceled due to inclement weather, the original sanction may be renewed, but will be considered valid only if the new date has been cleared with the District Contest Coordinator and AMA HQ so notified.

2.2. A sanction can only be issued for continuous dates. If at least a full day separates events, separate sanctions must be obtained for each. By definition, an AMA-sanctioned event shall be understood to include that period of time when the CD or his appointed representative is in attendance at the named site on the day(s) listed on the sanction.

2.3. Contest sanction applications are required to be filed from six (6) months to one (1) year before the desired date

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by those wishing to protect a traditional date (as per Contest Coordinator Guidelines).

2.4. The AMA District Vice President is authorized to change, either permanently or temporarily, the date of any contest that has traditional status, to help alleviate the problem of internal conflicts.

2.5 When applying for a sanction, a CD may name an alternate CD to conduct the contest in the event that the original CD is unable to fulfill his obligation. In the event that no alternate CD has been named, a replacement CD may be named by the AMA Vice President of the District in which the contest is to be held, by the AMA President or his appointee.

3. Classification of Sanctioned Events. To determine a class of meet in which the number of events is a factor, the only events that are to be counted are events published in the current AMA model aircraft regulations (rule book). These events include those known as Official, Provisional, or Supplemental. Other nonofficial events may be held (if they do not violate safety provisions of official events that permit models of similar weight, size, and power), but such events are not to be counted for meet classifications. As a guide to CDs and Contest Coordinators, those events listed on the AMA sanction application may be counted, and each line of the application is considered a separate event. Rule book terminology should only be used when the event actually involves competition as described in the event rules.

3.1. Record Trails. Competition conducted solely for the purpose of providing opportunity and facilities for attempts to establish or surpass existing official model aircraft records, with no awards provided for the winners. In attempting to establish records, fliers in record trials competition shall be permitted as many flights as possible. Where flights are scored according to the highest or fastest single flight time, no limitations shall be placed on the order of flights. In categories scored on the basis of the total flight time for three (3) or more official flights, each attempt to establish a record shall consist of a complete series of three (3) or more official flights so that no flight or flights of one series shall be combined with a flight or flights of another series for scoring purposes. The first flight of a contest series is assumed to be the start of a record attempt. The start of any other record attempts (at a contest or record trials) must be declared prior to the first flight of each attempt.

3.2. Class B Contest. Entry is restricted to, or preference or priority is given to, members of a club or clubs; or to an organization affiliated with the AMA; or to residents of a confined area, such as a city or county.

3.2.1. Entry to a contest may be restricted on an area, club membership, or invitational basis. It may also be restricted to the members of a particular industry or service. It is essential, however, that these restrictions be spelled out in detail on the application for sanction so that the Contest Coordinator may decide whether conflicts exist. For example, an armed forces contest would not conflict with a

civilian contest. Similarly, a manufacturer's invitational would not conflict with a club contest. These will be listed as Class B contests. No protected drawing area criteria will be applied to Class B contests.

3.3. Class A Contest. A contest with unrestricted entry (to AMA members) that contains at least one (1) rule book event.

3.4. Class AA Contest A contest in which entry is unrestricted (to AMA members) and which provides at least four (4) sets of important awards through two (2) or more places. A Class AA contest must include at least two (2) events listed in the current model aircraft regulations. Separate age classes in one (1) event will not be counted as separate events for this purpose.

3.5. Class AAA Contest. State or regional championships in which entry is unrestricted (to AMA members) and that provides at least 12 sets of important awards through three (3) or more places in each event, with at least two (2) events having separate Junior and/or Senior categories. Examples of event combinations that meet these criteria are: four (4) events with each divided into separate Junior, Senior and Open age classes; six (6) events, each with Junior/Senior (combined) and Open age classes; eight (8) events, four of (4) which have at least two (2) age classes; 10 events, two (2) of which have at least two (2) age classes. Other combinations are possible and authorized if they provide at least 12 sets of awards with at least two (2) sets going to age classes lower than Open. A Class AAA contest must include at least three (3) events listed in the current model aircraft regulations. Separate age classes in one (1) event will not be counted as separate events for this purpose.

3.6. Class AAAA Contest. A national championship event in which entry is unrestricted (to AMA members), designated for a contest within its primary area of activity, on a once per year basis— such as the annual Free Flight Championships designated by the National Free Flight Society; the annual Radio Control Pylon Championships designated by the National Miniature Pylon Racing Association, etc. For contest coordinating purposes, such meets shall have a protected drawing area equivalent to AAA contests. This status may only be granted by Executive Council action.

(Note: The National Aeromodeling Championships (Nats) shall be identified by a AAAAA contest classification. Only one such competition may be held in a given year. The Executive Council shall be the sole determining authority, relative to whether the competition is held, the dates of its operation, and the location.)

3.7. AMA-Sponsored National or International Contest. This is an exclusive sanction class for those events that are specifically approved by the AMA Executive Council and budgeted for operation from AMA funds—such as the annual AMA National Model Aeromodeling Championships, (in which entry is unrestricted to AMA members), AMA-hosted World Championships, etc. Such meets shall have a protected drawing area in which no AAA or AAAA contest shall be sanctioned anywhere in the

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country on the same date(s), but a A or AA contest may be sanctioned if at least 1,000 miles away—any exceptions to be only by Executive Council approval.

3.8 FAI Team Selection Contest All such contests, for the specific purpose of qualifying participants for AMA official teams to world championships, shall be sanctioned in the normal manner, except for the finals meets of AMA team selection programs which automatically shall be sanctioned and made known by AMA Headquarters.

4. Who May Compete. Only those holding a current model flier's license may compete in sanctioned competition as outlined above. The Contest Director or his representative shall examine the sporting license of each contestant to determine its validity and the contestant's eligibility to compete.

4.1 A licensed flier is one who holds a current model flier's sporting license issued by the Academy of Model Aeronautics.

5. Age Classification for Contestants. Age, for the purpose of classification, will be taken as of July 1 of each year. Contestants under 15 years of age are classified as Juniors. Contestants 15 years or older, but under 19 years are classified as Seniors. Contestants 19 years or older are classified as Open fliers. Records are segregated as Junior, Senior, or Open records, depending on the age classification of the contestant at the time the record was established.

• **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 Control Line Aerobatics as a model that may consist of precut, unassembled parts or assembled (uncovered) subcomponents such as wings, horizontal and vertical stab, fuselage; requiring a few hours of assembly time and covering). Models which are completely prefabricated ("completely prefabricated" is interpreted as the model is ready to fly out of the box or in a few minutes (less than an hour) of assembly time.) and require only a few minutes (less than an hour) of unskilled effort for their completion shall be excluded from competition. (Control Aerobatics additionally interprets that any model, that is pre-covered in the box is 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.

7. Handicaps. Unless approved by AMA, scoring handicaps are prohibited.

8. Proxy Flying. A proxy flier may be designated by the builder only in those cases where the CD is convinced of the physical inability of the builder to fly the model himself. The proxy flier must be of the same age classification as the builder or, if younger, must have the Event Director's approval after he has assured himself that the younger pilot is capable of flying the aircraft. Inexperience or absence shall not be considered physical inability within the meaning of this ruling. It shall be required, in cases where physical inability is not readily apparent, that the builder produce written evidence to this effect from a competent authority. Proxy flying is specifically prohibited in the following events: Outdoor Hand-Launched Glider, Indoor Hand-Launched Glider, Control Line Combat, Control Line Navy Carrier, Control Line Aerobatics, and all Radio Control events.

9. Team Entry. Where two (2) or more license holders enter competition as a team, all shall have taken active part from beginning to completion in the construction of the model(s). Depending on event class, one license holder may be designated as the builder and the other team member the pilot. Construction of only minor component(s) such as motor mounts, takeoff gear, etc., shall not constitute "take an active part" within the meaning of this regulation. Since all license holders shall have taken active part from beginning to completion in the construction of a model, recovering, repainting and/or repairing does not constitute the "active part" required for team entry. Any of the team members may be designated to fly the model(s), but once a given team member has made an attempt in an event, he must make the balance of the attempts in the event, but should the designer become physically unable, then the flying responsibility shall rest with the remainder of the team unless each is physically unable as provided above; in this case, a proxy flier may be designated. Entry should be made in the age group of the oldest team member and in the name of the team, with its individual members names listed, and all awards given or records established must be made in the name of the team. No license holder shall be permitted to enter any class or event as both an individual and as a team member and no license holder shall be permitted to enter a competition as a member of more than one team. An individual entering as a member of a team may enter other events as an individual. Team entries shall not be eligible for highpoint or championship awards. All members of a team shall be at the contest site when official flight of the team entry is attempted.

9.1. The provisions of this section do not apply to entries in Control Line Team Racing where the model may be constructed entirely by one (1) member of the team. Points toward high point or championships given in Team Racing shall go to the builder(s) of the model.

9.2. Team entries are not permitted in Control Line Aerobatics, Indoor Band Launched Glider, or Outdoor Hand Launched events. Models entered in these events must be built according to the "builder-of-the-model" paragraph by one individual who must also be the flier.

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9.3. The name and address or AMA license number of each of the members of the team will appear on or in the model per the "identification" paragraph of the General rules.

10. Number of Models. When the number of models is not specified in the individual event rules or the general sections pertaining to them, each contestant may enter no more than one model in each event. If the event is one in which classes or categories are combined, the model may be one of any of the classes or categories which have been combined.

11. Competition of Directors. The director of a contest may compete in all classes of contests or record trials, except AAA or AAAA, AMA-sponsored national or international contests, provided that there is another Contest Director available and in charge while the primary CD is competing and also responsible for any decisions regarding or related to such competition during or after such competition. In all cases, the primary duty of the CD and all the contest officials is the proper execution of the contest, and no activity shall be permitted to interfere with that duty.

12. Equipment. CD's are directly responsible for ensuring that: (1) Any and all equipment required for the contest is available, and (2) scoring and recording equipment necessary for the efficient conduct of the contest is available.

13. Takeoff Facilities. Smooth runways or platforms of sufficient size to permit unassisted takeoffs (at least four (4) by 16 feet for outdoor events) shall be provided for rise-off-ground (ROG) events. Platforms, if used, are to be horizontal and are not to be raised more than six (6) inches from the ground. For rise-off-water (ROW) events, the water shall have sufficient surface area to permit unassisted takeoffs, and shall not be less than six (6) inches deep.

14. Terrain. The contest site shall be reasonably level, and shall not be elevated above the adjacent area so as to afford FF contestants an advantage. Flight areas for CL events shall be smooth, to facilitate take-offs and landings.

15. Officials. All sanctioned contests and record trials shall be conducted by a CD who has been appointed by the AMA. To receive an appointment, AMA members may apply to AMA and upon completion of the current process for CD qualification, the individual will be a Contest Director.

15.1. Whenever possible, CDs should staff key positions of contest management with other CDs.

15.2. CDs are responsible for ensuring that each judge and/or timer has no physical limitations which will impair his performance of official duties.

16. Report of Competition. Within seven (7) days following a competition, the CD shall report the results to AMA Headquarters, using the standard report form. This report shall list complete results of events where five (5) or less are registered and the first five (5) place winners of

events where six (6) or more entrants register. In addition to the fliers' names, their AMA license numbers addresses, and age classifications shall also be given.

17. Disqualification: Exclusion. Contestants may be disqualified or excluded from any or all events if guilty of an infraction of contest rules, unsportsmanlike or discourteous conduct, infraction of good safety practice or procedure, or conduct detrimental to the well-being of model aviation. If, after entry in an event, a contestant is found to be ineligible to compete in that event, all of the contestant's flights in that event are to be canceled and any awards won in that event returned. If judged guilty of willful misconduct, the contestant shall lose all claims to awards, and shall be liable to expulsion from the contest site. Repeated or particularly vicious acts of willful misconduct may result in suspension or revocation of the contestant's model flier's sporting license or in expulsion of the contestant from membership in the AMA. If action is taken to suspend the contestant's model flier's sporting license, the contestant shall have 14 days after notification in which to present in writing why such action should not be taken. Any action taken to revoke a contestant's model flier's sporting license or to expel the contestant from membership in the AMA shall be taken in accordance with the notification and hearing procedures set forth in Article V. Section 3 of the AMA Bylaws.

17.1. Models damaged in landing are not to be disqualified except for safety reasons as may be determined by the Contest Director.

17.2 The CD, at an AMA sanctioned event shall have irrevocable authority to disqualify or prevent from flying any participant whose ability to fly is impaired (in the CD's opinion) by the use of alcohol or drugs.

18. Protests. Protests concerning the conduct of a meet or record trial will be considered only when presented in writing, by a contestant or official in that event, to the Contest Director no later than one (1) hour after the close of the contest or record trials. The protest must report in full the action or decision, the names of entrants and officials involved and completed details. The Contest Director must accept the protest. He may return it to the protester with his reasons, in writing, for not acting on it, but he should make every effort to assist. the protester in acquiring any information he may need to present a complete document in the proper form. This section applies to all AMA-sanctioned competition concerning events involving rules included in this rule book. Protests concerning matters apart from conduct of a contest may be directed in writing, within three (3) days, to the Contest Board Chairman as in the "appeal" paragraph. If the problem is related to any officials actions, a copy of the protest should be sent to those officials. A person who is the subject of a protest action shall be so notified and shall be invited to submit a written statement before the protest is acted upon.

18.1. Protest Procedures. Whether a protest is to be submitted within one (1) hour of the close of a meet or within three days (3) depends upon the nature of the meet.

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a. Where the protest affects the presentation of awards or the results of the meet do not determine who is eligible to take part in a following meet, as is the case of most AMA contests, the one-hour rule applies.

b. Where the results of one meet determine who is eligible to take part in a following meet, as is the case with FAI qualification meets, the three-day rule applies.

18.1.1. In case of doubt as to whether a contestant is eligible to fly in a meet or event, he shall be permitted to fly, pending final determination of his status; except that where team elimination match or heat-type flying is involved, the decision in dispute must be resolved by the CD before the next step in the event schedule and his decision will be final.

18.1.2. The three-day period referred to above shall be interpreted to mean that a protest must be postmarked no later than midnight on the third day after the date of the CD's decisions; for example, midnight Wednesday on a previous Sunday's decision.

18.2. CDs must answer protests received in accordance with the "protests" paragraph within one hour after receipt of protest in writing to the protestant, with reasons for decision.

18.3. Appeal. Protestant and/or the person who is the subject of the protest may appeal a CD's protest decision by sending the CD's answer to the protest, together with the reason for appeal, in writing, within three (3) days after the date of the CD's decision, to the appropriate Contest Board Chairman.

18.3.1. The Contest Board Chairman must rule, no later than three (3) days after receipt of the appeal, in writing to the protestant and the person who is the subject of the protest, with reasons for his decision, with copies of the decision to be forwarded to the AMA President and the Technical Director.

18.3.2. Only if the procedures in the "protests" and "appeal" paragraphs do not produce decisions by the official's concerned, or if it is essential to obtain a decision in less time than that provided, the protestant may appeal directly to the AMA President. The President will follow up his action by sending written copies of his decision to the protestant, the CD, the appropriate Chairman, and the AMA Technical Director. Any action of the President will be final without further recourse or appeal. If there is insufficient time for the appeal procedures to operate completely, the decision of the last official involved will be final without further recourse or appeal.

19. Interpretation of Regulations. The appropriate Contest Board for the category concerned, or the combined Contest Boards for general competition matters affecting all categories, shall be the final authority in the interpretation and execution of these model aircraft classifications and regulations.

20. Use of Shall and Should. The word "shall" is understood to be a requirement. The word "should" is understood to be a recommendation.

21. Amendments to Regulations. As per current [Contest Board Procedures](#) available from AMA Headquarters on request.

RECORDS

1. National Records. Perpetual American model aircraft duration and speed records are homologated by the Contest Boards of AMA. Perpetual records may be established at any time and shall continue until exceeded or affected by rules changes in the Official Regulations.

1.1 Records may be established in four (4) basic categories of official events; speed, duration, distance and altitude.

2. Acceptance of Records. No record is official until it has been homologated by the appropriate Contest Board of AMA. All records, to be eligible for recognition, must be established in one of the following:

1. An AMA Sanctioned Record Trial.
2. An AMA Sanctioned Contest where record activity is part of that event.
3. A World Championship, sanctioned by the FM for the appropriate class model where the record activity is part of that event.

The CD must satisfy himself that every applicable AMA regulation has been complied with. Where a record is established at a record trial and involves a timed flight, the record time must be the average of times recorded by two (2) timers holding valid AMA licenses. The record applicant and the CD may not serve as timers.

3. Multiple Records. When the specifications of a model, the method of timing, and the conditions of flight comply with the rules of more than one class or category, such model with a single flight (or single series of flights) may establish national records in more than one class or category if the performance exceeds the existing records. Responsibility for applying for national records rests with the flier and Contest Director.

4. Report of Record Performance. Within 14 days, according to postmark, following a performance believed to establish a national record, the flier or the CD shall submit to AMA Headquarters the following information: event (including field or ceiling category, if applicable), claimed record performance, contestant's name, AMA number, address, age classification, date, and place of record performance, signature of the CD, and the contestant's signature. This may be in the form of a completed official record application form, or simply a statement by the contestant. In order for the record to be homologated, the flier or the Contest Director must submit to AMA Headquarters a report of the performance on the appropriate form. All information requested on the form must be given, and in every case in which a model other than a standard kit model is used, the form must be

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accompanied by a three-view drawing of the model with all pertinent dimensions given.

(Note: The signature of the Contest Director should be obtained at the contest. His signature implies that he is satisfied that the performance meets all applicable AMA rules. It is the contestant's responsibility to make sure that the CD processes the model or takes whatever other steps are necessary to be able to sign the application in good conscience.)

5. Flights After Contest Close. In events involving a series of flights, the CD may permit a contestant to make additional flights of a series after the official closing time of the contest in order to attempt to set a national record, provided at least one flight of the series was made before the official event closing time. Flight may not be made after midnight of the day of the contest, or such times as are specified by other parts of these rules.

6. Homologation of AMA Records Set Outside the U.S.A.

6.1. Record applications will only be considered when they result from performance by members of the official United States team or the incumbent World Champion who is a U.S. citizen, as part of a regular world championship.

6.2. A document must be attached to the record application which attests that the model and the conditions under which it was flown meet all the criteria for the event in which it was flown.

6.3. This document must also list any additional information applicable to CIAM record homologation (ceiling height, wind velocity, etc.).

6.4. The document must be endorsed by the director of the world championship.

6.5. The record, if homologated by the appropriate contest board, will be posted in the appropriate category(ies) with records set in the United States, and will not be differentiated from them in any way.

SELECTION OF CHAMPIONS

1. Applicability. The following system for selecting all categories of champions has been adopted by the AMA Contest Boards. It may be used as a guide for high point or championship awards at contests.

2. Individual Champions. Flying for Individual Championship awards will be limited to nine (9) events: two (2) in Free Flight gas power, two (2) in FF non-gas power, two (2) in Control Line, and three (3) in any of the categories the contestant may select.

2.1. The flier need not compete in all nine (9) events but he must declare his events at the beginning of the contest.

2.2. Points for Individual Champions shall be awarded to each contestant based on a straight line graph drawn from the winning score to a zero (0) score. All age group times

shall be combined. All first places, and only first places, shall receive 100 points: An exception would be a tie for first place: identical scores shall receive equal points. In the Outdoor FF events all contestants who max out (three maxes in AMA events, seven in FAI events) shall receive 100 points.

3. Champion Club Team. Each club team shall be limited to five (5) fliers. These five (5) fliers must be regular members of the same AMA Charter Club, and all must reside in the same general area. No individual may fly for more than one (1) team.

Points shall be awarded to each team member as outlined in section 2.2. These points may be awarded only for performance in not more than nine (9) events, which must be declared prior to the start of competition.

4. Champion Team. Each team shall be limited to five (5) members per team and may be made up of modelers from diverse geographical areas. Armed services teams made up from diverse locations may compete. The scoring system used in selecting such Champions will be identical to that used in selecting the Club Champion Team.

5. Category Champions. Scoring for Category Champion shall be limited to a maximum of $N/2$ events or nine (9) events, whichever is less, where N is the total number of events available to be flown by a contestant in that particular category at the meet (FF, CL, Indoor, RC, and Scale). If $N/2$ is a fraction, the next highest integer will be used. Example: $5/2$ equals 2.5, so the contestant may be scored for a maximum of three (3) events for Category Championship.

5.1. The contestant need not compete in all $N/2$ events, but he must declare on his entry form which of the events (up to the maximum of $N/2$ or nine (9) events) he wishes to be considered for scoring. No more than five (5) CL Speed events may be considered in scoring for the CL Category Champion.

5.2. Points for Category Championships in Outdoor FF events shall be awarded to each contestant based on a straight line drawn from the winning score to a zero (0) score. All age group times shall be combined. For scoring purposes, the winning score shall consist of only as many flights as were required to determine a winner (i.e., if first place has 10 maxes and second place has five (5) maxes, then six (6) maxes shall constitute the winning score; if first place has six (6) maxes and 30 seconds and second place has four (4) maxes and 10 seconds less than a fifth max, then five (5) maxes would constitute the winning score). For national record purposes a flier should be allowed to continue to max out within the rules of the event.

5.3 Points for all other Category Championships events shall be awarded each contestant based on a straight line graph drawn from the winning score to a zero (0) score. All age group times shall be combined. All first places shall receive 100 points: contestants tied for any place shall receive identical scores.

6. Grand Champion. The Grand Champion shall be chosen from the Individual Champions, with points awarded as outlined in section 2.2.

GENERAL

1. Gaseous Boosts. Models in which gases other than air at normal atmospheric pressure enter their combustion engine(s) shall not be permitted in any sanctioned competition. This is not to be interpreted as ruling out supercharging or other methods of increasing the density of the air (or air/fuel mixture) entering the engine. The intent is to restrict the use of compressed gases (oxidizers or fuels) on board the aircraft.

2. Metal-Bladed Propeller(s). Propeller(s) utilizing metal blades shall not be permitted in any sanctioned competition.

3. Damage to Propeller(s). Damage to propeller(s) caused by striking runway or other obstacles that result in a piece of the propeller being dropped does not constitute reason for the flight to be declared unofficial unless, in the opinion of the Contest Director, safety is compromised.

4. Identification. All models, except Indoor, will be identified with the owner's name and address or AMA number, on or in the model. Individual events listed within this (Competition Regulations) may have additional identification requirements which must be adhered to.

5. Preparation for Flight. The flier or proxy flier must start and regulate the engine of FF-powered models, wind the motor of rubber models, and operate the launching apparatus of Free Flight gliders. The flier or proxy flier of

an indoor model must either hold the model or wind the motor; auxiliary winding devices that facilitate one-man winding are permitted if operated by the flier. Engines of CL and RC models may be started and regulated by an assistant. Launching apparatus for RC gliders may be operated by an assistant.

6. Repairs. In events allowing use of only one model, parts of another model's airframe may not be used in repairing, except propeller(s).

7. Fuels. Fuels containing tetranitromethane or hydrazine, because of their extremely hazardous nature, are banned.

8. Review of Scores. It is mandatory that all contestants of Class AA, AAA, and AAAA meet who desire to do so be permitted to review their detailed score sheet (e.g., in CL Aerobatics, the score for each maneuver; in Scale, the score for each characteristic judged, whether of a static or in-flight nature; in Navy Carrier, the scores for high speed, low speed, landing, and bonus) for each flight prior to attempting any subsequent flight(s) and in all instances prior to announcement of winners and awarding of prizes. It is recommended that the contestant be provided with a carbon copy of the actual score sheet for the purpose of complying with this regulation. Neither the contestant nor anyone representing him shall talk to an Event Judge regarding any contestant's score during the contest, unless Judge and Event or Contest Director are the same person. All questions regarding the score sheet are to be asked of the Director. Violations of this rule are sufficient cause for flight or entry disqualification. While errors in score computation shall be corrected, at no time shall the number of points awarded for an individual maneuver or characteristic be altered.

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