



Competition Regulations

2009-2010

Rules Governing Model Aviation Competition in the United States

Radio Control Helicopter

Amendment Listing

Original Issue	1/1/2009	Publication of Competition Regulations
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Radio Control Helicopter

RC HELICOPTERS

For events 431, 432, 433, 518.

1: All AMA and FCC regulations governing the contestant, his equipment and model helicopter shall apply to this event, except as noted herein. Safety consideration of spectators, event personnel and participants shall be of primary importance.

2. Definition: A helicopter is a heavier-than-air model that derives all its lift and horizontal propulsion from a power-driven rotor system(s) rotating about a nominally vertical axis (or axes). Fixed horizontal supporting surfaces up to four (4) percent of the swept area of the lifting rotor(s) are permitted. A fixed or controllable horizontal stabilizer up to two (2) percent of the swept area of the lifting rotor(s) is permitted. Ground effect machines (hovercraft), convertiplanes, or aircraft that hover by means of propeller slipstream(s) deflected downward are not considered to be helicopters.

3. Prefabrication: A helicopter that is assembled by the builder from prefabricated parts and in which the builder installs the equipment is permitted.

4. Characteristics (excluding Event 518):

4.1: Area. Maximum swept area of the lifting rotor(s) is 250 square decimeters (26.02 square feet). Count only once any area of superposition, except coaxial helicopters whose rotors are farther than one (1) rotor radius apart, in which case, count the total area of both rotors.

4.2: Weight. Maximum of six (6) kilograms (13.22 pounds) without fuel and batteries.

4.3: Motor. Maximum total swept volume is:

4.3.1: Two-stroke glo motor(s); 15 cubic centimeters (0.91 cubic inches). Four-stroke motor(s); 20 cubic centimeters (1.21 cubic inches).

4.3.2: Two-stroke gasoline motor(s); 25 cubic centimeters (1.5 cubic inches).

4.3.3: Electric motor(s); maximum 42V with no load and one battery change after hovering maneuvers. A maximum of two minutes shall be allowed for a battery change and will not be charged against flight time.

4.3.4: It is recommended that noise level be monitored. The maximum noise level

should be 96 decibels (dB) measured at three (3) meters from the center line of the model when the helicopter is in stationary hover at one and one-half (1-1/2) meters over concrete or macadam. If the model is hovered over bare ground or short grass, the level should be 94 dB. The measurement should be taken at a height of one and one-half (1-1/2) meters and at a 90 degree angle to the flight path. Additionally, this should be on the exhaust side and slightly downwind from the exhaust point. The contestant should be notified if the model fails the test, although, at this point, there shall be no penalty imposed.

4.4: Gyro. An electronic rate gyro may be used on the yaw axis only.

5. General:

5.1: All helicopters shall be subject to safety inspection at the discretion of the Contest Director.

5.2: Any helicopter judged unsafe or not flyable due to a crash may be re-inspected prior to use.

5.3: Dangerous flying or unsportsmanlike behavior shall be grounds for disqualification.

5.4: All helicopters will have the contestant's AMA number affixed, which may be located at the contestant's discretion.

6. Contest Area Layout: Figure 1 shows the layout of the contest area.

6.1: One (1) meter = three and one-fourth (3-1/4) feet.

7. Number of Models: The number of helicopters eligible for entry is two (2). The contestant may change helicopters prior to signaling the start of the first maneuver.

8. Helpers: Each contestant may have only one (1) mechanic/caller. The helper may not act as coach; they may only announce the start and finish of each maneuver.

9. Number of Flights: Each contestant is entitled to three (3) official flights. Additional flights may be flown when time permits.

10. Official Flight: There is an official flight when the pilot is officially called, whatever the result. The flight may be repeated at the Contest Director's discretion when for any unforeseen

13.7: The contestant switches on the transmitter before the second call (start engine and adjust helicopter).

13.8: The contestant's helicopter exceeds eye level during the preparation period.

14. Classification: The classification for a single round is determined by normalizing the raw scores against the highest score for that round. Normalized score = raw score/high score for round X 1,000 (two (2) decimal places, i.e., XXX.XX).

14.1: The scores for a round must be clearly posted as soon as possible after the completion of the round.

14.2: It is recommended that raw scores be posted as soon as possible during each round.

14.3: The final classification will be determined by the sum of all flights, except the lowest one which is cancelled. If only one (1) flight has been made, then the final classification will be obtained by this single flight. In the case of a tie within the first three (3) places, the final classification shall be determined by a flyoff that should occur within one (1) hour of the normal finishing time of the contest. In the event that a flyoff is not possible due to conditions outside of the contestant's and organizer's control, for example, weather, then the final classification shall be determined by the ranking of the canceled scores. In the event of only a single flight or a tie still exists after using the canceled score, then the tie will stand.

15. Judging: It is recommended that a panel of five (5) judges be appointed for each round. The final score of each flight is obtained after discarding the highest and lowest marks for each maneuver. When less than five (5) judges are used, the marks given by all judges shall be used. The minimum number of judges to be used is three (3).

15.1: It is highly recommended that the judges are given a 20 minute break every two (2) hours. The organizer should take this into account when scheduling flights and notification of the break point should be made known to the judges and contestants.

16. Class Advancement: At their first contest, a contestant may enter any one (1) class at his option. Once committed to a class, the contestant will only be allowed to move to a higher skill class (except as noted in 16.6. and 16.7.). This move will occur in one of two ways: (1) voluntary, (2) mandatory.

16.1: Contestants may promote themselves voluntarily to a higher skill class at any time. Once they have made the move, they may not change back to a lower skill class, except as noted in 16.6. and 16.7.

16.2: A contestant will be mandatorily advanced through all AMA classes by the accumulation of points. In each class, a contestant will receive points according to the finishing place in every contest in which he competes. Contestants finishing third or lower will receive one (1) point for each contestant they beat. The second place winner will receive two (2) points for each contestant they beat. The first place winner will receive three (3) points for every contestant they beat. No more than 40 points shall be earned from any single contest. The points received will be determined from the Contest Director's report and recorded in the contestant's cumulative record.

16.3: Contestants will automatically advance to the next class when they have accumulated the following points:

Class I and II 90 points

Class III 150 points

The advancement will occur at the end of that calendar year.

16.4: There is no time limit for obtaining advancement points. The advancement points continue to accumulate from year to year until, if ever, the advancement goal is reached.

16.5: When a contestant enters a new class, he begins with zero (0) points.

16.6: Exception: A contestant may compete in a higher class at a contest if his class is not offered without committing to a permanent move to a higher class. He may not fly in a lower class than his current rating. When a contestant competes in a higher class as provided for in this rule, he will still accumulate points as though he had entered his own class.

16.7: Exception: A contestant may be reclassified to a lower class if he has written joint approval from a CD, District Contest Board member and an AMA District Vice President.

17. Organization of the Contest:

17.1: Preparation Time.

17.1.1: General. A contestant must be called at least five (5) minutes before he is required to enter the start box. A start box two (2) meters in diameter will be provided away from the flightline, spectators, contestants, and models. When the timekeeper, with the permission of the Flightline Director, gives the signal to start the engine, the contestant is given

five (5) minutes to start the engine and make last minute adjustments. The contestant may continue with preparation beyond the five (5) minute period; however, when this occurs, the flight time will automatically begin when the preparation time ends.

17.1.2: Class I. The contestant cannot hover the model in the start box and must carry the helicopter from the start box to the central helipad. Class I contestants can make last minute adjustments at the central helipad. If the engine stops before the contestant has signaled the start of the first maneuver, it may be restarted. The contestant must return to the start box for a restart. The flight time begins when the contestant announces the start of the first maneuver or when the five (5) minute preparation time expires.

17.1.3: Class II and III. The contestant must complete the preparation and adjustments while the model is still in the start box. The helicopter may only be hovered in the start box up to eye level without practicing any maneuvers. The model must be flown from the start box to the central helipad. The flight time begins when the model leaves the start box with the permission of the judges or when the five (5) minute preparation time expires. The contestant is not allowed to touch the model after leaving the start box.

17.2: Flight Time.

17.2.1: Class I—eight (8) minutes.

17.2.2: Class II—eight (8) minutes.

17.2.3: Class III—eight (8) minutes.

18. Performance of Maneuvers:

18.1: A new scoresheet is issued for each contestant for each round. It is recommended that only the pilot number and not his name appear on the scoresheet.

18.2: The maneuvers are executed in the order described. Every maneuver executed out of order shall be scored zero (0).

18.3: No takeoff or landing is allowed if it is not explicitly indicated in the description of the maneuver except as provided for in 28.5.2. If such happens, the next maneuver will be scored zero (0).

18.4: The maneuvers should be performed in a smooth flowing sequence.

18.5: Flying maneuvers shall be flown parallel to the flightline.

18.6: The name of each maneuver and its start and finish must be announced by the pilot or his helper. Unannounced maneuvers will not be scored. The contestant may make only

one (1) attempt to execute each maneuver during a flight. No practice attempt is allowed.

18.7: If the flight time expires before a maneuver is completed, that maneuver and any remaining will be scored zero (0), and the pilot is required to land as soon as possible. An audible or visual signal will be given to the pilot if the flight time expires.

19. Schedule of Maneuvers:

19.1: Class I

19.1.1: Tail-in Vertical Rectangle

19.1.2: Tail-in Inverted Triangle

19.1.3: Spike with 90 and 180 Degree

Pirouettes

19.1.4: Straight Flight Out, Procedure Turn, Straight Flight Back

19.1.5: Stall Turn

19.1.6: Cobra Vee

19.1.7: 1 Axial Roll

19.1.8: Landing Approach to Eye Level

Hover

19.2: Class II

19.2.1: Vertical Rectangle with 90

Degree Pirouettes

19.2.2: Vertical Circle with 180 Degree

Pirouette

19.2.3: Inverted Vertical Triangle with 180 Degree Pirouettes

19.2.4: Loop (uu)

19.2.5: 540 Degree Stall Turn (du)

19.2.6: Slow Roll (dd)

19.2.7: Pushover with ½ Roll Down

(ud)

19.2.8: Translational landing (uu)

19.3: Class III

19.3.1: *Vertical rectangle with 360*

Degree Pirouettes

19.3.2: Inverted Vertical Triangle with 180 Degree Pirouettes

19.3.3: Vertical Hourglass with 180 Degree Pirouettes.

19.3.4: 2 Consecutive Axial Rolls (dd)

19.3.5: Rolling Stall Turn Plus 540 Stall Turn (ud)

19.3.6: Stall with Pullback Recovery

(uu)

19.3.7: Cobra Roll with ½ Rolls (dd)

19.3.8: 180 Degree Autorotation (du)

19.4: FAI F3C shall be governed solely by the rule in the FAI Sporting Code.

JUDGING GUIDE AND MANEUVER DESCRIPTIONS

20. Purpose: To furnish an accurate description of helicopter maneuvers and their judging criteria as reference for use in developing a uniformly high standard of judging. This also should serve as a guide for the contestant to understand scoring criteria.

21. Principles: Judging a helicopter maneuver should be based upon the perfection with which the helicopter executes the maneuver as described. The main principles used to judge the degree of perfection are: Precision of the maneuver. Smoothness and gracefulness of the maneuver. Positioning of the maneuver.

22. Consistent Judging: The most important aspect of consistent judging is for each judge to establish his standard and then maintain that standard throughout the contest. It is advisable for the Contest Director or organizer to hold a conference prior to the start to discuss judging and make the standards as uniform as possible. This can be affected by using practice flights in which all judges score privately. After each flight, the defects in each maneuver should be discussed by all judges and agreement reached about the severity of the defects. Once the contest is started, the individual judge should not alter his standard under any influence.

23. Accurate Judging: Of equal importance to consistency is accuracy in judging. Being consistent, either high or low, is not good enough if the scores awarded are not a fair reflection of the maneuver performed.

24. Final Mark: The final mark will be between zero (0) and ten (10) to include one-half points.

25. Perfect Marks: Flawless maneuvers are rarely observed in competition, but every flawless maneuver should be awarded a 10.

26. Downgrades: Variations noted should be downgraded; the more serious the error, the greater the downgrade. The judge must keep in mind the overall maneuver in order not to overpenalize any given element of the maneuver.

27. Wind Correction: All maneuvers are required to be wind corrected so that the shape of the maneuver is preserved.

28. Terms: The following terms are used to describe maneuvers and are used in the downgrading guidelines. The intent is to identify

specifically what is expected whenever the term is used.

28.1: Takeoff. The helicopter should rise smoothly from the helipad with a vertical ascent to the altitude described, without movement, either horizontally or about the yaw axis.

28.2: Stop. All stops must remain stationary for not less than two (2) seconds. Stops of less than two (2) seconds should be more severely downgraded than poor stops that meet the two (2) second criteria.

28.3: Horizontal Hovering Line. The helicopter moves from one (1) point to another with constant altitude, speed, and heading. The helicopter also must stay in the vertical plane between the two (2) points it is traversing. All lines should be flown at a consistent pace, both individually and as a whole for the maneuver.

28.4: Pirouettes. The helicopter rotates slowly and at a constant pace through 360 degrees. The helicopter does not move either horizontally or vertically.

28.5: Landing. The helicopter should descend smoothly and vertically to the helipad, without movement, horizontally or about the yaw axis. The helicopter should land smoothly, with no more than a very short hesitation between the vertical descent and the landing.

28.5.1: If the helicopter lands with the skids completely outside the helipad, a severe downgrade should be made. A perfect mark can be awarded only if the landing is centered in the helipad.

28.5.2: When the helicopter does not land in the center of the helipad and the next maneuver requires a takeoff, it may be hovered to the center of the helipad prior to the beginning of the next maneuver without penalty. The helicopter may not be touched and any hover involved must not exceed one (1) foot in altitude.

28.6: Pilot Position. For Classes I, II, III shall be fixed to a 2 meter circle which is 9 meters from the center of the central helipad, directly in line with the center judge. If the pilot moves from the fixed position from the beginning to the end of the flight, a severe downgrade shall be imposed.

28.7: Helicopter Attitude. During hovering maneuvers, the actual attitude of the helicopter is primarily influenced by the wind direction and strength and is not a consideration in scoring.

28.8: Hover Positioning. Generally, this is a vertical placement of the helicopter over a reference point (e.g., flag) described in the

maneuver. The reference point on the helicopter is the rotor shaft.

28.9: Maneuver Position. All flight maneuvers must be flown within the judging window. This area is approximately 60 degrees vertically and 90 degrees horizontally from the central helipad. Any maneuver flown partially outside this window should be severely downgraded. Any maneuver flown entirely outside this window should receive a mark of zero (0).

28.9.1: All flight maneuvers are started or centered at a specific position, generally the “mid-line.” Maneuvers flown out of position should be downgraded according to the misplacement. Judges who are not positioned on the “midline” must be careful not to perceive positioning errors due to their slightly angled view.

28.9.2: Flying so far out, so close in, or so high as to make evaluation of a maneuver difficult should be severely downgraded.

28.10: Eye Level. The skids or undercarriage of the helicopter should be approximately at the height of the pilot’s eyes. Naturally, this varies with different pilots. The judge should consider all the elements to be flown at eye level as a group. Because the eye level height is considered a safety requirement, a more severe downgrade should generally be given for being low as opposed to high.

28.11: Entry and Exit Lines. All flight maneuvers are started and ended by a horizontal line that is parallel to the horizon and the flightline. Entry and exit lines must be no shorter than described for a particular maneuver. Lines longer than required should not be downgraded so long as the entry and exit lines are reasonable and of approximately the same length. The actual attitude of the helicopter need not be level. It is the flight path that is being scored.

28.12. Smoothness. During all parts of flying maneuvers, the helicopter must maintain smooth flight which is free of wobbles, bobbles, oscillations, and segmentations.

29. Description of Maneuvers: Following each description is a Downgrading Guide. Many elements have been described in detail previously and that guideline should be used for scoring. The list is in general order of importance.

29.1: Class I

Take offs and landings are in the one (1) meter circle with minor downgrade if skids are touching the lines.

29.1.1: Tail-in Vertical Rectangle.

Model is positioned tail toward the pilot. Model takes off from central helipad and rises vertically to eye level, pauses, maintaining a constant heading, altitude, and speed, hovers sideways either direction to the flag, pauses, rises vertically two (2) meters, pauses, hovers sideways across the central helipad to the opposite flag, pauses, descends vertically two (2) meters, pauses, hovers back to the central helipad, pauses, and descends vertically to the central helipad. Downgrading Guide:

1. Pilot Position
2. Take Off
3. Vertical hovering lines (2)
4. Horizontal hovering lines (3)
5. Stops (6)
6. Landing
7. Constant altitude
8. Constant speed
9. Constant heading
10. Positioning

29.1.2: Tail-in Inverted Triangle.

Model takes off from the central helipad and rises vertically to eye level, pauses, climbs sideways two (2) meters to the either flag, pauses, turns 90 degrees nose toward the central helipad, pauses, flies over the central helipad to the opposite flag, pauses, turns 90 degrees nose out, pauses, descends two (2) meters sideways back to the central helipad, pauses, descends vertically to land on central helipad.

Downgrading Guide:

1. Take Off
2. Diagonal hovering lines (2)
3. Horizontal hovering lines (3)
4. Stops (6)
5. Landing
6. Constant Altitude
7. Constant speed
8. Constant heading
9. Positioning

29.1.3: Spike with 90 and 180 Degree Pirouettes. Model Takes off from central helipad and rises vertically to eye level, pauses, turns 90 degrees either direction, pauses, climbs two (2) meters, pauses, turns 180 degrees tail in, pauses, descends two (2) meters, pauses, turns 90 degree nose out, pauses, and descends vertically to the central helipad. Downgrading Guide:

1. Take Off
2. Vertical hovering lines (2)
3. Rotations not 90 degrees (2)
4. Rotation not 180 degrees
5. Stops (6)
6. Landing

7. Constant altitude
8. Constant speed
9. Constant heading
10. Positioning

29.1.4: Straight Flight Out,

Procedure Turn, Straight Flight Back.

Maintaining constant altitude, the model flies straight and level past the midline, executes a 90 degree turn away from the judges and then an immediate 270 degree turn in the opposite direction, and flies straight in the opposite direction down the original line of flight. Downgrading Guide:

1. Flight not parallel to flightline
2. Turn not 90 degrees
3. Turn not 270 degrees
4. Constant altitude
5. Entry and exit not same line
6. Positioning

29.1.5: Stall Turn. Model flies straight

and level past the centerline for ten (10) meters minimum, then climbs vertically with a smoothly rounded curve of 90 degrees. When the vertical climb stops, the model rotates 180 degrees in yaw so that the nose points straight downward. While diving, the model follows the same path as the beginning of the maneuver. The start and finish of the pull up should be on the midline and the vertical line is offset in the direction of flight. Downgrading Guide:

1. Entry line
2. Climb and descent paths different
3. End of climb not vertical
4. Rotation is before or after end of climb
5. Rotation is more or less than 180 degrees
6. Drift occurs during climb, rotation, or descent
7. Exit line
8. Positioning

29.1.6: Cobra Vee. Model flies straight

and level for ten (10) meters and climbs at a smoothly rounded curve for 45 degrees, flies straight for ten (10) meters minimum, executes a sharp 90 degree pushover to descend at 45 degrees, descends in a straight line for ten (10) meters minimum, recovers to level flight in a smoothly rounded curve that matches the initial pull, flies straight and level for ten (10) meters at the original altitude. Maneuver should be centered on the midline. Downgrading Guide:

1. Entry line
2. Entry climb is more or less than 45 degrees
3. No straight flight in climb

4. Pushover is more or less than 90 degrees

5. No straight flight in descent
6. Pullout is more or less than 45 degrees

degrees

7. Maneuver is not in a vertical plane

Positioning

29.1.7: 1 Axial Roll. Model flies

straight and level for ten (10) meters, executes one axial roll and flies straight and level for ten (10) meters. Downgrading Guide:

1. Entry line
2. Roll is more or less than 360 degrees
3. Heading changes during roll
4. Altitude changes during roll
5. Exit line
6. Positioning

29.1.8: Landing Approach to Eye

Level Hover. Beginning at a minimum altitude of ten (10) meters, the model will descend in a straight line parallel to the flight line, maintaining a constant rate of descent to an eye level hover over the three (3) meter central helipad, turns 90 degrees to tail in, and hovers for two (2) seconds. Downgrading Guide:

1. Entry line
2. Descent is not smooth or at a constant rate
3. Hover is not stationary over central helipad

29.2: Class II.

Takeoffs and landings are in the one (1) meter circle

29.2.1: Vertical Rectangle with 90

Degree Pirouettes. Model is positioned tail toward the pilot. Model takes off from central helipad and rises vertically to eye level, pauses, model turns 90 degrees in either direction, pauses, model flies forward to the flag, pauses, turns 90 degrees nose out, pauses, climbs vertically two (2) meters, pauses, turns 90 degrees toward the central helipad, pauses, flies across the central helipad to the opposite flag, pauses, turns 90 degrees nose out, pauses, descends vertically two (2) meters, pauses, turns 90 degrees nose toward central helipad, pauses, flies forward to central helipad, pauses, turns 90 degrees nose out, pauses, and descends vertically to the central helipad. Downgrading Guide:

1. Pilot position
2. Take Off
3. Vertical hovering lines (2)
4. Horizontal hovering lines (3)
5. Rotations are more or less than 90 degrees
6. Stops (12)

7. Landing
8. Constant altitude
9. Constant speed
10. Constant heading
11. Positioning

29.2.2: Vertical Circle with 180

Degree Pirouette. Model takes off from central helipad and rises vertically to eye level, pauses, model turns 90 degrees in either direction, pauses, model flies forward and begins a vertical ½ circle (circle is to have a radius of 2.5 m) with the 90 degree point over the halfway line, model pauses at the top and executes a 180 degree pirouette, pauses, flies forward and completes a ½ circle with the 270 degree point over the halfway line, finishing over the central helipad, pauses, turns 90 degrees nose out, pauses, and descends vertically to the central helipad.

Downgrading Guide:

1. Take Off
2. Half circles not constant radius (2)
3. Pirouette more or less than 180

degrees

4. Pirouettes more or less than 90

degrees

5. Stops
6. Landing
7. Constant altitude
8. Constant speed
9. Constant heading
10. Positioning

29.2.3: Inverted Vertical Triangle

with 90 Degree Pirouettes. Model takes off from central helipad and rises vertically to eye level, pauses, turns 90 degrees in either direction, pauses, flies forward and climbs two (2) meters over the flag, pauses, turns nose out 180 degrees nose toward the central helipad, pauses, flies across the central helipad to the opposite flag, pauses, turns 180 degrees nose toward the central helipad, pauses, flies forward and descends two (2) meters to the central helipad, pauses, turns 90 degrees nose out, pauses, and descends vertically to the central helipad. Downgrade Guide:

1. Take Off
2. Diagonal hovering lines (2)
3. Horizontal hovering line
4. Pirouettes more or less than 90
5. Pirouettes more or less than 180

degrees

degrees

6. Stops (8)
7. Landing
8. Constant altitude
9. Constant speed
10. Constant heading

11. Positioning

29.2.4: Loop (uu). Model flies straight

and for ten (10) meters, performs a loop maintaining the nose in the direction of flight, flies straight and level for ten (10) meters at the same altitude as the entry of the maneuver. Maneuver should be centered on the midline.

Downgrade Guide:

1. Entry line
2. Loop is not constant radius
3. Loop is not in a vertical plane
4. Exit line
5. Positioning

29.2.5: 540 Degree Stall Turn (du).

Model flies straight and level for ten (10) meters, then climbs in a smoothly rounded curve of 90 degrees. When the vertical climb stops, the model rotates 540 degrees about the yaw axis so that the model points nose downward. While diving, the model follows the same path as the beginning of the maneuver. Entry and exit should be at the same altitude. Beginning and end of the pullup should be at the midline and the vertical line should be offset in the direction of flight. Downgrade Guide:

1. Entry line
2. Climb and descent paths are different
3. End of climb is not vertical
4. Rotation begins before or after end of

climb

5. Rotation is more or less than 540

degrees

6. Maneuver not in a vertical plane
7. Drift occurs during climb, rotation, or

descent

7. Exit line
8. Positioning

29.2.6: Slow Roll (dd). Model flies

straight and level for ten (10) meters, executes a slow roll of duration no less than 3 seconds, and flies straight and level for ten (10) meters.

Maneuver is centered on the midline.

Downgrading Guide:

1. Entry line
2. Roll is more or less than 360 degrees
3. Roll is less than 3 seconds
4. Heading changes during roll
5. Altitude changes during roll
6. Exit line
7. Positioning

29.2.7: Pushover with ½ Roll Down

(ud). Model flies straight and level for ten (10) meters, then climbs in a smoothly rounded curve of 90 degrees. When the vertical climb stops, the model pushes forward 90 degrees and comes into a stationary hover, pauses for four (4) seconds,

then pushes nose down. When vertical, the model executes a ½ roll, pulls horizontal in a smoothly rounded curve of 90 degrees and recovers to straight and level flight. Entry and exit altitude should be at the same altitude and the vertical line should be on the midline.

Downgrading Guide:

1. Entry line
2. Pullup is not smooth
3. End of climb is not vertical
4. Flip is more or less than 180 degrees
5. Downline is not vertical
6. Roll is more or less than 180 degrees
7. Pullout is not smooth
8. Pullout does not match pullup
9. Exit line
10. Positioning

29.2.8: Translational landing (uu). At an altitude of no less than ten (10) meters and on a heading parallel to the flightline, the model begins a constant rate translational descent to a landing on the central helipad. If the skids are completely inside the central helipad, a maximum of ten (10) points can be earned. If the skids are touching the one (1) meter circle of the central helipad, a maximum of nine (9) points can be earned. If the model lands inside the three (3) circle, a maximum of eight (8) points can be earned. If the skids are on or outside the three (3) meter circle, a maximum of five (5) points can be earned. Downgrading Guide:

1. Entry line
2. Descent is not smooth or at constant angle
3. Landing is not on central helipad
4. Heading is not constant or parallel to flightline
5. Model hovers more than briefly before landing
6. Landing is rough

29.3: Class III.

Take offs and landings are from the one (1) meter circle

29.3.1: Vertical rectangle with 360 Degree Pirouettes. Model is positioned with nose parallel to the flightline. Model takes off from central helipad and rises vertically to eye level, pauses, flies backward to the flag, pauses, executes a 360 degree pirouette while climbing four (4) meters, pauses, flies forward over the central helipad to the opposite flag, pauses, descends two (2) meters, pauses, performs a stationary 360 degree pirouette in the opposite direction, pauses, descends two (2) meters, pauses, flies backward to the central helipad,

pauses, and descends vertically to the central helipad. Downgrading Guide:

1. Pilot position
2. Take Off
3. Vertical hovering lines (2)
4. Horizontal hovering lines (3)
5. Rotations are more or less than 360 degrees
6. Climb and rotations not at constant rate
7. Stops (8)
8. Landing
9. Constant altitude
10. Constant speed
11. Constant heading
12. Positioning

29.3.2: Inverted Vertical Triangle with 180 Degree Pirouettes. Model takes off from central helipad and rises vertically to eye level, pauses, climbs backward at a 45 degree angle to the flag, pauses, turns 180 degrees either direction, pauses, flies backward across the central helipad to the opposite flag, pauses, turns 180 degrees in either direction, pauses, descends backwards at 45 degrees to the central helipad, pauses, and descends vertically to the central helipad. Downgrading Guide:

1. Take Off
2. Diagonal hovering lines (2)
3. Horizontal hovering line
4. Rotations are more or less than 180 degrees
5. Stops (6)
6. Landing
7. Constant altitude
8. Constant speed
9. Constant heading
10. Positioning

29.3.3: Vertical Hourglass with 180 Degree Pirouettes. Model takes off from central helipad and rises vertically to eye level, pauses, flies backward to the flag, pauses, turns 180 degrees in either direction, pauses, climbs backward four (4) meters to the opposite flag, pauses, turns 180 degrees in either direction, flies backward across the central helipad to the flag, pauses, turns 180 degrees in either direction, pauses, descends backwards four (4) meters to the opposite flag, pauses, turns 180 degrees in either direction, pauses, flies backward to the central helipad, pauses, and descends vertically to the central helipad. Downgrading Guide:

1. Take Off
2. Diagonal hovering lines (3)
3. Horizontal hovering line

4. Rotations are more or less than 180 degrees
5. Stops (10)
6. Landing
7. Constant altitude
8. Constant speed
9. Constant heading
10. Positioning

29.3.4: 2 Consecutive Axial Rolls

(dd). Model flies straight and level for ten (10) meters and performs two (2) consecutive axial rolls in the same direction and flies ten (10) meters straight and level. The model should be upright as it crosses the midline. Downgrading Guide:

1. Entry line
2. Rolls are more or less than 720 degrees
3. Heading changes during rolls
4. Altitude changes during rolls
5. Exit line
6. Positioning

29.3.5: Rolling Stall Turn Plus 540

Stall Turn (ud). Model flies straight and level for ten (10) meters then climbs in a smoothly rounded curve of 90 degrees. When the model is vertical it executes a 180 degree roll and continues upward at least one model length. When the vertical climb stops, the model rotates 180 degrees about the yaw axis so that the model points nose downward. While diving, the model does a ½ inside loop with the bottom at the same altitude as the entry. When the vertical climb stops, the model rotates 540 degrees in the yaw axis so that the model points nose downward. While diving, the model follows the same path as the climb and flies straight and level. The bottom of the ½ loop is centered on the midline. Downgrading Guide:

1. Entry line
2. Pullup is not smooth
3. Roll is more or less than 180 degrees
4. End of climbs are not vertical
5. Rotations begin before or after end of climb
6. Rotations are more or less than 180 degrees
7. Maneuver not in a vertical plane
8. Center of ½ loop is not on the midline

29.3.6: Stall with Pullback Recovery

(uu) Model flies straight and level for ten (10) meters then climbs in a smoothly rounded curve of 90 degrees. When the model is vertical, it executes a ½ forward flip while traveling backwards and maintaining altitude until the

model points vertically nose downward. While diving, the model executes in a smoothly rounded curve of 90 degrees and flies straight and level at the same altitude as the entry.

Downgrading Guide:

1. Pullup was not smooth
2. Model did not stop vertically
3. Model lost or gained altitude during pullback.
4. Model was not stopped vertically before descent.
5. Descent was not vertical.
6. Pullout was not smooth or did not match entry
7. Exit not at same altitude as entry.
8. Positioning

29.3.7: Cobra Roll with ½ Rolls (dd)

The model flies straight and level for ten (10) meters then climbs in a smoothly rounded curve of 45 degrees. The model flies straight for a minimum of five (5) meters, does a ½ roll to inverted, and continues straight for an additional five (5) meters minimum. At the midline, the model executes a sharp 90 degree inside loop, flies straight for five (5) meters minimum, does a ½ roll to upright, continues straight for five (5) meters minimum, recovers smoothly to level flight, and flies straight and level for ten (10) meters. Downgrading Guide:

1. Entry line
2. Ascending and/or descending segments were not at 45 degrees.
3. Rolls more or less than 180 degrees. Pull was more or less than 90 degrees.
4. Straight segments before and after half rolls were not recognizable.
5. Ascending and Descending pull-ups are not smooth.
6. Entry and exit altitude not the same. Positioning

29.3.8: Autorotation with 180 Degree Turn (du)

Model flies at a minimum altitude of twenty (20) meters with a speed less than required for stationary flight. The engine must be stopped before the model crosses the midline and begins a 180 degree turn to land on the central helipad. Maneuver begins at the midline. If the skids are inside the central helipad, a maximum of ten (10) points can be earned. If the skids are touching the circle of the central helipad, a maximum of nine (9) points can be earned. If the skids are outside the central helipad, a maximum of eight (8) points can be earned. If the skids are on or outside the three (3) meter circle, a maximum of five (5) points can be earned. Downgrading Guide:

1. Entry line
2. Model made a hard landing.
3. Model Landed while it still had forward speed.
4. Model did not perform an exact 180° turn
5. Model did not maintain a constant rate of descent during 180° turn.
6. Model did not maintain a constant turning rate during 180° turn.
7. Flight path was stretched to reach helipad or square.
8. If engine was still running after crossing midline, score will be zero.

RADIO CONTROL HELICOPTER SCALE
For event 518.

1. General: All pertinent AMA regulations (see sections entitled Sanctioned Competitions, Records, Selection of Champions, General and Scale General) shall be applicable except as specified below.

2. Safety: Safety consideration of spectators, event personnel and participants shall be of primary importance. All models shall be subject to a safety inspection at the discretion of the Contest Director. A model judged to be unflyable due to a crash must be reinspected prior to reuse. Dangerous flying or poor sportsmanship shall be grounds for disqualification. All maneuvers shall be flown in front of the dead line which extends to infinity. At no time shall the helicopter come between the pilot and the judges! Violation of these rules will be grounds for disqualification!

3. Model Requirements: There shall be no limitation on the types of equipment that can be fitted to the helicopter with exception of metal main or tail rotor blades. Each contestant shall be permitted one (1) model entry.

4. Builder of Model Rule: The builder and flier of the model helicopter shall be one and the same person. There are no team entries.

4.1: The Contest Director shall make every reasonable effort to assure himself that each contestant “constructed” the model used in competition. “Constructed” shall be interpreted as the action required to complete a model with no more fabrication than the usual helicopter kit.

4.2: Helicopter kits containing a large amount of prefabrication are permissible as long as the contestant completes all of the final assembly.

4.3: The contestant must be the original owner and the one who prepared the helicopter for flight, regardless of the scope of the work required to finish the helicopter.

4.4: The contestant will include in a declaration statement that he/she completed the final assembly of the subject aircraft, including and not limited to: preparing the fuselage for the mechanics, building of the mechanics, installing the radio equipment, and test flying the aircraft. The contestant shall also list which items or construction steps that he/she did not complete or fabricate.

5. Proof of Scale: Contestants shall present the following materials with the helicopter for static judging:

5.1: A published 3-view or more drawings.

5.2: Pictures, published or otherwise, pertaining to color, markings and details.

6. Static Judging: Static judging is to be done at the flying site when possible. The model shall be placed on an elevated or rotating table.

6.1: The judges shall be allowed to approach the model but may not touch it.

6.2: The contestant shall be the only person to move the model and/or open any panels or doors for the judges to inspect.

6.3: The contestant shall have up to 5 minutes to show the judges any special features which appear on his model such as lights, or other working detail.

7. Static Scoring: Total 3 judges, maximum 300 points per judge gives a total 900 possible points for static. Entries shall be judged on the following items with the maximum point values listed next to each.

7.1: Fuselage (Maximum 50 points).

7.2: Cockpit (Maximum 50 points).

7.3: Landing Gear (Maximum 50 points).

7.4: Rotor Systems:

7.4.1: Tail rotor (Maximum 10 points).

7.4.2: Main rotor (*Maximum 40 points).

*Helicopters using a main rotor system that features a flybar to enhance flight stability will receive a maximum of fifteen (15) points unless their system replicates the full size helicopter.

7.5: Craftsmanship (Maximum 50 points).

7.6: Finish & Markings (Maximum 50 points).

8. Flight Guidelines: The contest layout area will be the same used for AMA events 431, 432, & 433 with the pilot located behind a line seven (7) meters from the center of the scale (S) helipad. See Figure 1.

8.1: The scale (S) helipad shall be a 1.2 meter circle, and all flights shall commence and end at the (S) helipad.

8.2: The pilot shall stand behind a line seven (7) meters from the center of the scale (S) helipad. The pilot shall stand in this position during the entire flight.

8.3: Each contestant is allowed 3 minutes in which to start their model, transport it to the scale (S) helipad, and test hover or perform adjustments as required. The contestant shall wait until the preceding competitor has completed their flight and shut down their model prior to starting and beginning the start time interval. Test hovering shall be done from the

scale (S) helipad. The helicopter may only be hovered up to eye level, without practicing maneuvers, and the model must not be rotated beyond 90 degrees left or right relative to the pilot. If the contestant is not ready after the 3 minute start time interval, they are allowed to complete their adjustments; however, their flight time will have started at the end of the 3 minute interval.

8.4: All models shall be carried from the start circle to the scale (S) helipad. Models shall not be flown from the helipad to the pit area.

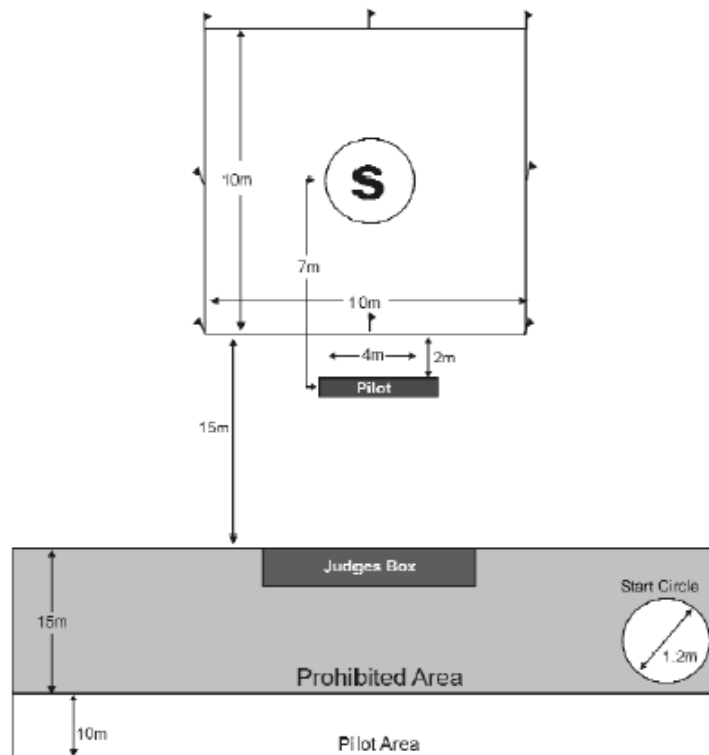
8.5: Once the contestant or his caller has announced the start of his flight, he is not allowed to make any adjustments to the helicopter. Engine restarts after the flight has commenced are not allowed.

8.6: The maneuvers shall be flown in proper sequence and away from the spectators. The maximum flying time is six (6) minutes beginning when the first maneuver is announced.

8.7: A flight shall be considered an official attempt once the contestant or his caller has indicated the flight has begun. All contestants must have at least two (2) official attempts to have their static score counted.

8.8: All contestants shall be permitted to fly as many equal rounds as time allows or as

Figure 1. (Not to Scale)



directed by the Contest Director.

8.9.: Contestants shall fly the same equipment that which was static judged. Should part of the aircraft be damaged so as to be replaced, that portion of the helicopter shall be rejudged.

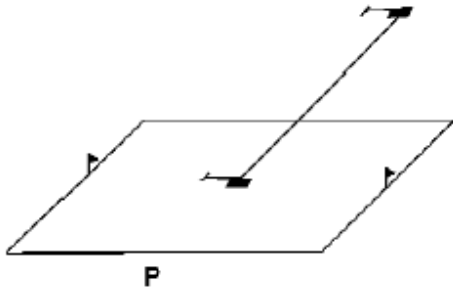
9. Scale Flight Plan:

9.1: Ten (10) Second Hover with Clearing Turns (Maximum 15 points).

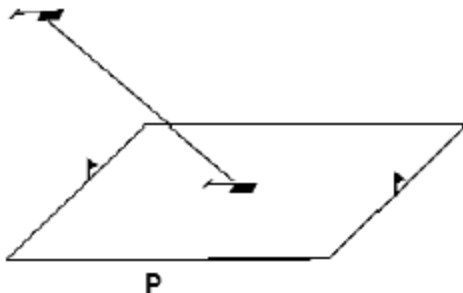
9.2: 45 Degree Climb Out to a minimum of eight (8) meters. (Maximum 5 points).

9.3: Translational Landing. Minimum altitude of eight (8) meters the helicopter will begin a translational straight-line descent or autorotation to a soft landing on the helipad. (Maximum 10 points).

*Autorotation Option: Should a contestant wish to end his flight with a autorotation maneuver he may substitute it for the Translational Landing for a possible fifteen (15) point bonus.



(Maximum 25 points).



9.4. Scale Freestyle (Maximum 70 points).

9.5 Auto Rotation Option. Should a contestant wish to end his/her freestyle flight with an auto rotation maneuver to the scale helipad, he/she may do so for a potential bonus of up to 15 points.

10. Multi-Blade/Flybarless Bonus: Helicopters flying with a multi-bladed or flybarless rotor head that is “scale to their particular machine” will receive a fifty (50) point bonus added to each round’s score. “Scale to their particular

machine” shall be interpreted as a rotor head that matches the number of blades and flybar arrangement (if any) fitted to the full scale prototype.

11. Flight Scoring: Each rounds flight score shall be the sum of the scores from the three judges. Maximum 100 points per judge totals 300 possible points per flying round plus any Autorotation and/or Multi-Blade/Flybarless Bonuses.

12. Official Score: The final score shall be the sum of the best two flight scores plus the static score. Maximum 1500 possible points (1630 with flying bonuses). In the unlikely event of a tie, the tie breaker shall be the highest single flying round score between the tied contestants.

SCALE HELICOPTER JUDGE’S GUIDE

13. Static Judging Guidelines:

13.1: Fuselage: Outline compared to 3 views and documentation, panel lines, and rivets. Must provide documentation for maximum score. (Maximum 50 points.)

13.2: Cockpit: Seats, belts, controls, instruments, consoles, map pockets, flooring, interiorpaint, etc. Match documentation for maximum score. (Maximum 50 points - Automatic zero for no cockpit.)

13.3: Landing Gear: Scale like landing gear (skids or retracts). Match documentation for maximum score. (Maximum 50 points.)

13.4: Rotor Systems:

13.4.1: Tail rotor systems including blades. Match documentation for maximum score. (Maximum 10 points.)

13.4.2: Main rotor system including blades. Match documentation for maximum score. (*Maximum 40 points.)

*Helicopters using a main rotor system that features a flybar to enhance flight stability will receive a maximum of fifteen (15) points unless their system replicates the full size helicopter.

13.5: Craftmanship: Items added or modifications made to enhance the scale appearance of the helicopter. These items may be hand made or obtained separately and could included; lighting systems, aerals and antennas, non-skid surfaces, latches, handles, opening doors and hatches, interior detail, tie downs, etc. Match documentation for maximum score. (Maximum 50 points.)

13.6: Finish and Markings: Painting and nomenclature. Paint scheme should reflect actual

paint used. Nomenclature could include registration numbers or maintenance and armament markings. Match documentation for maximum score (Maximum 50 points.)

14. Flight Judging Guidelines:

14.1: 10 Second Hover with Clearing Turns: Lift off smoothly with the tail towards the pilot and hover stationary at eye level over the pad for a minimum of ten (10) seconds followed by a 90 degree Clearing Turn either to the left or right, hover for five (5) seconds, followed by a 180 degree turn in the opposite direction, hover for five (5) seconds. Subtract points for; incorrect hover altitude, hovering less than the minimum time, non-completion of clearing turns, erratic movements. (Maximum 15 points.)

14.2: 45 Degree Climb Out: Following the final Clearing Turn the model shall perform a 45-degree Climb Out to a minimum of 8 meters. The pilot should perform the Climb Out so that the Judges have a good view of the model's angle of climb and altitude. Subtract points for; wrong degree of climb out, wrong altitude, erratic movements. (Maximum 5 points.)

14.3: Scale Freestyle: Scale Freestyle flight shall commence at the scale (S) helipad. The main objective is to demonstrate the flight capabilities & functions of the actual full-size helicopter, and all maneuvers should replicate the type of helicopter being flown. The pilot shall provide each judge with a description of his maneuvers. The flight duration shall be a minimum of two (2) minutes, not to exceed four (4) minutes. Scoring will be based on smoothness, precision, realistic speed, and judges' impression of the overall presentation. Subtract for erratic movements, non-scale maneuvers, non-scale speed, falling outside time constraints. The judges will award 50 points for technical merit in performing the maneuvers and 20 points for artistic merit for presenting a sequence of maneuvers which flows nicely and makes for a pleasing demonstration of the models performance (Maximum 70 points.)

14.4: Translational Landing. Following the Climb Out and at a minimum altitude of eight (8) meters the helicopter will begin a translational straight-line descent to a soft landing on the helipad. Maximum score is achieved when the touchdown is preceded by a minimum duration/altitude hover. Subtract for incorrect starting altitude, erratic movements, rough landing, or missing the helipad. (Maximum 10 points.)

Should a contestant wish to end his/her flight with an auto rotation for a possible 15 point bonus, his/her caller must alert the judges to his intentions prior to starting the auto rotation. The maneuver must be performed from a minimum starting height of 8 meters and the engine must be switched off at the start of the maneuver. The engine may be left running if the entrant desires but for a reduced score. Lose marks for incorrect starting altitude, erratic descent, rough landing or missing the helipad.

Maximum engine off bonus 15 points.
Maximum engine running bonus 5 points. The bonus is in addition to the freestyle score.

15. Multi-Blade/Flybarless Bonus: Helicopters flying with a multi-bladed or flybarless rotor head that is "scale to their particular machine" will receive a fifty (50) point bonus added to each round's score. "Scale to their particular machine" shall be interpreted as a rotor head that matches the number of blades and flybar arrangement (if any) fitted to the full scale prototype.