



## Academy of Model Aeronautics

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Subject: Rules Change Proposal

### AMA Competition Regulations Rules Change Proposal Form (electronic)

Proposal Number: RCS17-01Urgent

Received Date: 01/17/2017

Revised Date:

Version Number:

Select Proposal Type

Urgent

Select Applicable Competition Regulations this proposal relates to:

RC Soaring

### Give Brief Summary of the Proposed Change:

Restoring previously existing RC soaring record categories in a way that is inclusive of ALES and also in the spirit of decades of record setting. There is no need for the urgent changes in the competition section to so drastically effect AMA record categories in RC soaring.

**State exact wording proposed for the Competition Regulations. List paragraph number where applicable. Example: Change "quote present rule book wording" to "exact wording required".**

Change:

“For each of the AMA age classifications (= Junior, Senior, and Adult) and each of the Sailplane classifications (A—Hand Launch, B—Two (2) Meter, and C—Unlimited) the following records shall be recognized”

to

“For each of the AMA age classifications (Junior, Senior, and Adult) and each of the Sailplane classifications (Class A – maximum wingspan 1.5 meters, Class B – wingspan greater than 1.5 meters and up = to and including 2 meters, Class C – wingspan greater than 2 meters and up to and including 100”, Class D- wingspan greater than 100”) and for the two categories of “sailplane” or “ALES sailplane”, the following records shall be recognized”

Also:

Page 30 states that “records can only apply to Sailplane Classes A, B, and C.” There are two issues with this that also need to be changed:

- 1) There is an unnecessary comma before the period after “C” that should be removed.
- 2) The new rule section 3.2.5 defines the ALES launch method. We would propose that electric powered sailplanes of Class A, B, the old C, and the old D should be able to compete for record purposes. These aircraft must adhere to the requirements of 3.2.5. We would then change Page 30 to state “records can apply to sailplane wingspan classes A, B, C, D, and separately ALES sailplanes in wingspan classes A, B, C, D.

Also:

Page 31- we propose adding in a new paragraph to define ALES record opportunities:

“For ALES records in sailplane categories A, B, C, D, all launch methods must conform to the requirements of section 3.2.5. No other type or form of launch is permitted and no other type of propulsion of the model is permitted throughout the remainder of the flight after launch.”

**State logic behind proposed change, including alleged shortcoming of the present rule(s). STATE INTENT FOR FUTURE REFERENCE (Note: You can drag the right bottom corner of the box to enlarge for additional space.):**

The recent urgent changes to the AMA RC soaring competition regulations replaced the former classes C and D with a single new class C of “unlimited wingspan”. This action had the effect of sun setting 50% the current AMA Records for soaring, and replacing them with a new Class C unlimited category that has no records yet established. It is hard to fathom any previous rules change (urgent or not) that has had a deeper effect on the past, present, and future of AMA soaring records. This is actually unnecessary when it comes to record performance for several reasons:

- 1) Several AMA members have been setting records in class C and D recently (and were planning to compete in them in 2017 prior to their removal. Thus there is no justification that these categories should be removed because of a lack of interest.
- 2) While it is understood that it may be desirable to have a new contest competition class of unlimited wingspan, such a classification is meaningless when it comes to records, especially where there are already two classes (Class A and B) with wingspan limitations. Given the definition of Class C as unlimited wingspan, those in setting a new Class C record could do this initial with a Class A plane, however it will not be long until Class C records are established by model aircraft with maximum surface areas rather than minimum areas. This is precisely why it is of interest (and importance historically for the sport) to retain the previous Class C (greater than 2 meter, up to 100”) and Class D (greater than 100”) wingspan record categories. Doing so allows for fair competition by pilots within categories of aircraft with similar expected

performance. From the perspective of record setting, the new Class C is the equivalent of having a record category for speed for any type of car, from a Volkswagen Jetta to an Indy car all competing against each other. We already know who will win. It is urgent to fix this before someone does try to set a record in the new Class C category.

3) The urgent revision added ALES as a new form of launch in competition. We applaud that concept. In the past, there was once an electric sailplane record category of “limited motor run” (LMR) which effectively allowed ALES as a launch method. Some pilots have only an ALES plane or only a sailplane. To allow ALES pilots the opportunity to set records with their planes, we have denoted two categories for RC soaring “sailplane” (launched with traditional methods) and “ALES sailplane” launched using ALES only. Why not allow as many people to compete for records as possible, especially in light of the growing interest in ALES? Why restrict records to winch launch/hand launch sailplane only?

**If this proposal is for a new event, include all event test data/information here. Please provide information on what testing of this new event has taken place to include number of participants and number of contests. (Note: You can drag the right bottom corner of the box to enlarge for additional space.)**

N/A

**State effect, if any, on current AMA records:**

Restoring historic record classes that were removed via the previous urgent rules change.

**Note: The Contest Board Chairman may, in coordination with the submitter of the proposal, at any time prior to submitting a proposal to the contest board for Final Vote, Edit proposal wording to increase clarity and to avoid ambiguity provided, the proposal intent is not changed.**

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