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AMA Competition Regulations Rules Change Proposal Form

The current issue of the Competition Regulations must be referenced.

Proposal Number: CLNC24-01

Received Date: 3/15/2023

Revised Date:

Version Number:

Proposal Type: Basic

Applicable Competition Regulations this proposal relates to:

CL Navy Carrier

Give Brief Summary of the Proposed Change:

Change the attitude limit for low-speed flight from 60 degrees to 30 degrees for CL Navy Carrier events (319, 320, 321) and Electric CL Navy Carrier events (340, 341, 342).

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

Current Rule:

11.2.1.2.

The longitudinal (forward and aft) axis of the fuselage as viewed from the center of the circle exceeds a 60-degree nose-high attitude except for momentary inadvertent deviations. When the 60-degree limit is exceeded, the contestant shall be notified immediately and must correct model attitude immediately. Failure to do so shall result in loss of low-speed score. A maximum of three notifications shall be given. The longitudinal axis of the fuselage should be level during the high-speed flight. The intent is to limit the model attitude to no more than 60 degrees above the level-flight attitude. Judging is best performed from the center of the circle using a viewing angle as near as possible (consistent with the safety) to that of the contestant. The fourth notification shall result in loss of the low-speed points

CHANGE TO:

11.2.1.2.

The longitudinal (forward and aft) axis of the fuselage as viewed from the center of the circle exceeds a 30-degree nose-high attitude except for momentary inadvertent deviations. When the 30-degree limit is exceeded, the contestant shall be notified immediately and must correct model attitude immediately. Failure to do so shall result in loss of low-speed score. A maximum of three notifications shall be given. The longitudinal axis of the fuselage should be level during the high-speed flight. The intent is to limit the model attitude to no more than 30 degrees above the level-flight attitude. Judging is best performed from the center of the circle using a viewing angle as near as possible (consistent with

safety) to that of the contestant. The fourth notification shall result in loss of the low-speed points.

State logic behind proposed change, including alleged shortcoming of the present rule(s).

The current limit of 60 degrees nose-high attitude during low-speed flight has resulted in:

1. Significant departure from realistic flight exhibited by actual naval aircraft, and thus a significant departure from the original intent of the event;
2. The event requires flying skills and model designs that are a departure from normal control-line modeling practice, and thus can be a deterrent to modelers trying the CL Navy Carrier event;
3. Low-speed flight can last for over five minutes and though prop-hanging low-speed flight is initially interesting to the spectator, it can get old in a hurry while waiting for the more exciting segments of a flight;
4. Low-speed performance is highly dependent on weather conditions for optimum performance;
5. Low-speed performance is highly sensitive to variations in judging a 60-degree nose-high attitude;
6. Most important, under the current rules, low-speed performance dominates the event, making improvements in high speed relatively non-productive, especially if those improvements decrease low-speed performance.

The proposal should address the above shortcomings and should make it possible to compete effectively with different model types taking advantage of tradeoffs between high-speed and low-speed performance and/or aerodynamic and prop-hanging low-speed flight.

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.

The proposer will provide test flight results comparing 60-degree, 30-degree, and aerodynamic low-speed flight performance for use by the CLNCCB in making a final determination on accepting or defeating this proposal.

State effect, if any, on current AMA records:

This proposal would require that existing records be retired and new records be established in events 319, 320, 321, 340, 341, and 342.

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.

Submitter Information:

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