



Academy of Model Aeronautics

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AMA Competition Regulations Rules Change Proposal Form (electronic)

Please complete this form and click on the SUBMIT button at the bottom of the page. This will send the proposal to the Competition Department at AMA HQ. A copy will then be sent to the appropriate Contest Board Chairman. The current issue of the Competition Regulations must be referenced.

Proposal Number: RCSA19-04

Received Date: 02/21/2018

= Revised Date:

Version Number:

Select Proposal Type:

Basic

Select Applicable Competition Regulations this proposal relates to:

RC Scale Aerobatics

Give Brief Summary of the Proposed Change:

Clarify the procedures to resume scored flight, remove redundancy, and use the same resumption procedure for both known and unknown sequences.

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

Exact wording proposed for the rule book.

10. Official Flights

10.1: Official flight for known program.

10.1.1. Contestants shall have one attempt per sequence to complete the sequence. An attempt begins when the pilot or caller makes a vocal declaration such as "In the box", "Entering", or a similar statement indicating when the pilot is starting the sequence. A vocal signal is mandatory = to initiate the attempt. If a vocal declaration is not made, the pilot will zero the sequence that is flown for which no vocal signal was made. Once the attempt is made by means of the vocal declaration, judging will begin as soon as the aircraft departs from the wings-level horizontal

entry line and enters the first maneuver of the sequence. The horizontal entry line to the first maneuver of a sequence is not judged.

10.1.2. If a Known sequence in progress cannot be completed due to mechanical problems with the aircraft (including but not limited to engine failure, radio malfunction, etc...) the contestant will receive zeros for each un-scored maneuver in that sequence. If the second sequence is yet to be flown and the aircraft cannot be made ready to safely fly, the contestant may attempt the second sequence with an alternate IMAC legal airplane (as defined in sections 4, 6, and 7 above). In such cases, the contestant will be positioned last in the round and be subject to whatever time constraints may be in force at the contest. When the contestant is again airborne they will fly the second sequence. In this case, no penalty will be imposed for repositioning to the end of the round rotation.

10.1.3. If a sequence cannot be completed the contestants will receive zero (0) for each un-scored maneuver in that sequence unless the interruption was beyond the control of the pilot (avoidance, mid-air collision, directed by the CD, Line Boss, or Judges).

10.2: Official flight for unknown program.

10.2.1. Contestants shall have one attempt to complete the sequence. An attempt begins when the pilot or caller makes a vocal declaration such as "In the box", "Entering", or a similar statement indicating when the pilot is starting the sequence. A vocal signal is mandatory to initiate the attempt. If a vocal declaration is not made the pilot will zero the sequence that is flown for which no vocal signal was made. Once the attempt is made by means of the vocal declaration, judging will begin as soon as the aircraft departs from the wings level horizontal entry line and enters the first maneuver of the sequence. The horizontal entry line to the first maneuver of a sequence is not judged.

10.2.2. If an unknown sequence in progress cannot be completed due to mechanical problems with the aircraft (including but not limited to, engine failure, low fuel, radio malfunctions, etc.), the contestant will receive zeros (0) for each un-scored maneuver in that sequence.

10.3: Resumption of scored flight (new section)

10.3.1 If a sequence in progress is determined by the judges to have been interrupted by a circumstance beyond the control of the contestant, or following a break in sequence (Section II, 6.3.d), the contestant will resume the sequence with the last scored figure (figure prior to the interruption, or the figure in progress (zeroed) when the break in sequence occurred). This figure will not be judged. The pilot will establish a wings level entry line, the pilot or caller will make a vocal declaration, and then perform the prior figure. Judging will resume after completion of said prior figure.

10.3.2 Note that a midair collision is considered to be "beyond the control of the contestant". If a mid-air occurs, each pilot, if still flying, must land and pass a safety inspection by the CD before continuing. The pilot has the option of continuing with a different plane. After the mid-air, each pilot involved will declare his/her intention to complete the round or not. If the contestant

chooses to continue, they will be positioned last in the round and be subject to whatever time constraints may be in force at the contest. In this case, no penalty will be imposed for repositioning to the end of the round rotation. When the contestant is again airborne they will resume the round with the figure prior to that in which the interruption occurred. This figure will not be judged. Judging will resume after the completion of said prior figure. If the contestant chooses not to continue the round, they will receive zeros for all maneuvers not yet scored at the time of the mid-air.

10.4: Pilot control of the aircraft. (re-numbered) Once the pilot announces an attempt until the pilot completes the sequence, (known, unknown, or freestyle) only the pilot may operate the transmitter which is controlling the aircraft. Any assistance of any kind provided by another person to operate the transmitter (e.g., changing switches, programming modes, etc.) will result in the pilot receiving a zero for the sequence or Freestyle in progress when the assistance was provided. This rule applies only from entering the sequence until the sequence is complete. This rule does not apply to takeoff, landing, or flight between sequences.

**State logic behind proposed change, including alleged shortcoming of the present rule(s).
STATE INTENT FOR FUTURE REFERENCE**

The current rules permit resumption of flight during a known round that was interrupted for reasons beyond the control of the pilot with the figure in progress, rather than the prior figure. Thus the entry line for the figure might not be judged accurately. Also the section contains redundant language regarding the number of sequences per round.

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.

N/A

State effect, if any, on current AMA records:

NONE

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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