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Model Aircraft Regulations

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Governing Sporting Model Aviation in America

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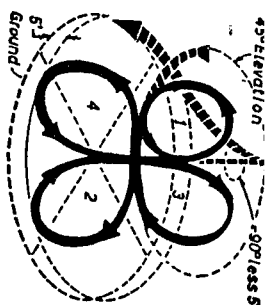
by the Contest Board

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Errors: Entry is not within 2 feet of 45° elevation point. Loops are rough or not of equal size. Paths connecting loops are not properly horizontal or vertical according to the maneuver sketch. Bottoms of lower loops are not at 4-6 feet height. Tops of upper loops are

not 3-7 feet below the 90° point over the flyer's head. Loops are not properly tangent to form a square pattern. Model recovers before it has flown vertically through the clover pattern.

21.15.16 LANDING. A correct landing is judged when the model makes a smooth realistic approach, touches down smoothly with no bounce, and comes to a stop without having touched any part of the model to the ground other than the landing gear. Two or 3-point landings are permissible.

Maximum 40 points. Minimum 0 points.

Errors: An error is scored anytime the model bounces or touches any part of the model to the ground other than the landing gear. Crash, flip-over, belly or upside-down landing receives no score. Any unusual circumstances surrounding the above errors which may cause an error not within the pilot's control will be judged accordingly.

PRECISION ACROBATIC SCORE SHEET

21.16 NOTE. Illustrations are for counterclockwise flight and are reversed for clockwise flying.

Name	POOR	FAIR	GOOD	EXCELLENT	SCORE
Workmanship	4	6	8	10	8
Realism	4	6	8	10	8
Finish	4	6	8	10	9
Originality	4	6	8	10	10
Starting (within 1 Min.)	4	6	8	10	5
Take-off	10	20	30	40	32
Reverse Wing Overs	10	20	30	40	35
Inside Loops (3)	10	20	30	40	40
Inverted Flight (2 laps)	10	20	30	40	28
Outside Loops (3)	10	20	30	40	32
Inside Square Loops (2)	10	20	30	40	30
Outside Square Loops (2)	10	20	30	40	35
Triangular Loops (2)	10	20	30	40	22
Horizontal Eights (2)	10	20	30	40	40
Horizontal Square Eights (2)	10	20	30	40	38
Vertical Eights (2)	10	20	30	40	35
Hourglass Figure	10	20	30	40	25
Overhead Eights (2)	10	20	30	40	32
Four-leaf Clover	10	20	30	40	28
Landing	0	10	20	40	25
Flight Pattern					25
TOTAL					542

Model clubs across the nation are chartered by AMA. These clubs are eligible for special insurance and other AMA benefits. In many areas, model flying sites are provided by civil government, military or business co-operation, with participation requiring club membership as proof of responsibility.

REQUEST
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FROM HQ

22. RADIO CONTROL PATTERN EVENT REGULATIONS

- 22.1 OBJECTIVE: To control by radio a model airplane so that various planned maneuvers may be accomplished. The criterion is the quality of performance, not the mechanism of control. R/C competition shall be based on the excellence of performance of the model's maneuvers compared to similar maneuvers performed by a full size plane. Maneuvers shall be judged according to the AMA Radio Control Judges Guide.
- 22.2 MODEL AIRCRAFT REQUIREMENTS:
 - 22.2.1 Models shall be of the reciprocating internal combustion engine powered type. Except as noted elsewhere, no model may weigh more than 16 lbs. gross weight, ready for takeoff. Total displacement of engine(s) shall not exceed .6102 cubic inches (10 cc).
 - 22.2.2 There shall be no radio equipment or aircraft control function limitations in any pattern class. (Radio equipment is only limited by FCC regulations as specified below).
 - 22.2.3 Two airplanes may be entered by a contestant and are to be numbered "1" and "2". The contestant may choose to enter either plane at the beginning of the meet and shall continue to use such plane unless, and until, said plane shall be damaged to the extent that it cannot be readily repaired. Contestant then may, upon notifying the Contest Director, substitute the second plane for the balance of the meet without penalty. Once this has been done, the contestant may not re-submit the first plane later in the same contest.
 - 22.2.4 Substitution of basic components of the two entered aircraft, i.e., wing(s), fuselage, or tail surface, will be considered the same as switching airplanes and, therefore, will only be allowed one time. In this connection, each basic detachable component of each aircraft must be marked as "1" and "2". Substitution rule does not apply to radio and engine.
 - 22.2.5 The Builder of The Model rule will only apply to those R/C events in which points for appearance and workmanship are a factor. By this definition, the rule does not apply to any of the pattern events.
 - 22.2.6 All models entered in radio control competition shall be identified by the contestant's AMA license number permanently affixed to the upper side of the right-hand lifting surface or to each side of the fuselage or vertical stabilizer. Unless otherwise stated, height of the numerals must be at least one inch. Both stroke and width shall be such to enable ready recognition. It is suggested that the letter "N" be placed in front of the license number when the number is affixed to the side of the fuselage or vertical stabilizer.
 - 22.3 SAFETY REQUIREMENTS: Considerations of safety for spectators, contest personnel, and other contestants are of the utmost importance in this event, and the following safety provisions must be observed.
 - 22.3.1 All models must pass a general safety inspection by the Event Director or his representatives before they are allowed to compete.
 - 22.3.2 If any part of a maneuver is performed over a controlled spectator area, the contestant shall receive a zero score for that maneuver. Continued flying over controlled spectator areas by any one contestant shall result in disqualification of the contestant by the Event Director.
 - 22.3.3 Dangerous flying of any sort, or poor sportsmanship of any kind, shall be grounds for disqualification of the contestant involved.
 - 22.3.4 All planes entered must have rounded drop spinners, or some sort of safety cover on end of propeller shaft (such as a rounded "acorn nut"). Radius of point shall not be less than 1/4 inch.
 - 22.3.5 Knife edge wings are not allowed.
 - 22.4 LICENSING REQUIREMENTS: All radio equipment and operation must conform to the regulations of the F.C.C. AMA membership card and F.C.C. license of each entrant shall be checked at every sanctioned meet.
 - 22.5 GENERAL EVENT REGULATIONS:
 - 22.5.1 The Pattern Event shall be divided into four classes: The first three, in order of increasing difficulty, are Classes A, B, and C. These shall be referred to as AMA Pattern Classes. The fourth class, Class D, shall be referred to as the FAI Pattern class, and is based on the World Championship event.
 - 22.5.2 Except as noted in the FAI R/C rules section of this publication, and in Section 22.1.6, all rules for the AMA Pattern classes shall apply to the FAI Pattern class.
 - 22.5.3 In Classes C and D there shall be a sub-division into Novice and Expert. The methods of determining and controlling the Novice/Expert division are explained elsewhere.
 - 22.5.4 The Contest Director and/or the Sponsors of a sanctioned meet shall determine which of the classes will be flown, and such information must accompany all advanced notices pertaining to the contest. Competitors must also be advised prior to start of contest of any planned deviations from standard AMA rules pertaining to the events they have entered. Organizers of a contest may use either Class C or Class D for the top competition category, or, if time and planning permits, both classes may be used.
 - 22.6 CONTESTANT CLASSIFICATION:
 - 22.6.1 Except as noted below, a contestant may enter any one pattern class at his own option. Once committed to a certain class he will be allowed to move only to a higher skilled class in subsequent contests for the remainder of that particular year. However, if a flier completes a calendar year of competition without winning a single sanctioned event in the class he is committed to, he may if he so chooses, start the new calendar year in the next lower skill class. This does not apply to a flier who has reached his class by winning three contests in the next lower skill class.
 - 22.6.2 Contestants shall advance through the classes as follows: After placing first in three sanctioned contests, which he must fly in his chosen class, he will be automatically advanced to the next higher class, i.e., from Class A to Class B, from Class B to Class C or D Novice, or from Class C or D Novice to Class C or D Expert.
 - NOTE: Contestants qualified for Class C, Novice or Expert are also qualified for Class D Novice or Expert.
 - 22.6.3 The Contest Director of each AMA sanctioned R/C meet having Class A, B, C, D, Novice, or Expert events is responsible for upkeep of the classification system. He must require that only current AMA members be allowed to fly in the meet, and that they all have valid FCC licenses. As soon as the first place winners in each class are determined, the Contest Director shall fill out the appropriate spaces on the back of their membership cards, indicating the date, and the class won. He will also affix his verifying signature.
 - 22.7 NUMBER OF FLIGHTS: There shall be no limit on the number of flights (other than that imposed by time available). Contest officials shall make every reasonable effort to insure that all contestants receive equal opportunity to fly.
 - 22.8 OFFICIAL FLIGHT: A flight is considered official if two maneuvers, other than takeoff and landing, have been judged. An attempted maneuver yielding zero points is still considered "judged."
 - 22.9 TIME LIMITS:
 - 22.9.1 A Class A contestant is allotted a total of eight (8) minutes.

22.9.2 A Class B contestant is allotted a total of ten (10) minutes.

22.9.3 A Class C contestant (Novice or Expert) is allotted a total of eleven (11) minutes.

22.9.4 A Class D contestant (Novice or Expert) is allotted a total of ten (10) minutes.

22.9.5 In all AMA classes the contestant must get his engine started and commence his flight within the first two minutes after his time has been started. When he fails to commence within the first two minutes, and is so informed by the timer, he must immediately clear the area for the next contestant.

No engine restarts are allowed after the wheels leave the ground on takeoff. Restarting is permitted within the first two minutes, but only if prior to takeoff.

22.9.6 In Class D the contestant must get his engine started and commence his flight within 3 minutes. When he fails to start takeoff within 3 minutes, and is so informed by the timer, he must immediately clear the area for the next contestant.

No engine restarts after the wheels leave the ground on takeoff. Restarting is permitted within the 3 minute starting time, provided wheels have not left ground.

22.10 POINT SYSTEM:

22.10.1 Class A, B, and C maneuvers shall be judged and scored on a zero to ten basis. Flight score is the sum of the individual maneuver scores.

22.10.2 Class D maneuvers shall also be judged and scored on a zero to ten basis. However, each maneuver score shall be multiplied by a "K" factor (See F A I maneuver descriptions). Flight score is the sum of the extended scores for each maneuver, after the K factor is applied.

22.11 DETERMINING THE WINNER

22.11.1 The highest score for the total of the two best flights in Class A, B, or C shall be the winner. Maneuver points from repeat flights may not be added to earlier flights. Each flight is complete in itself. In case of ties, the third best flight scores of the contestants concerned shall be used to determine the higher place (if only two flights have been scored during the normal contest time, the highest single flight score of the contestants concerned shall determine the higher place). There is no minimum number of flights which must be scored.

22.11.2 Determining the winner in Class D shall be the same as for Classes A, B, and C except the total of the best THREE flights shall be used. Unless otherwise designated by the CD, ties will be broken by a single flyoff which must take place within an hour of the normal contest finishing time.

22.12 FLIGHT PATTERN: The contestant must fly his entire flight according to the established flight pattern for his particular class and in the sequence listed. Maneuvers performed out of order will not be judged.

22.12.1 The contestant must call out each maneuver before he attempts to perform it. Call out should be made just prior to execution. Also, the flier should use the straight flight time at the end of each maneuver to announce, "maneuver complete."

22.13 CLASS A PATTERN:

The maneuvers are as follows:

1. Takeoff
2. Straight Flight Out
3. Procedure Turn
4. Straight Flight Back
5. Figure Eight
6. Three Rolls
7. Immelman
8. Three Inside Loops
9. Stall Turn

10. Traffic Pattern Approach
 11. Landing Perfection
 12. Spot Landing
- *Rolls may be axial or Barrel. Judges are to assume Axial if Barrel is not specified.

22.14 CLASS B PATTERN:

The maneuvers are as follows:

1. Takeoff
2. Straight Flight Out
3. Procedure Turn
4. Straight Flight Back
5. Touch and Go
6. Three Axial Rolls
7. Three Inside Loops
8. Three Turn Spin
9. F A I Rolling Circle
10. F A I Horizontal Eight
11. Three Outside Loops
12. Slow Roll
13. Reverse Cuban Eight
14. Traffic Pattern Approach
15. Landing Perfection
16. Spot Landing

22.15 CLASS C PATTERN (NOVICE AND EXPERT):

The maneuvers are as follows:

1. Takeoff
2. Straight Flight Out
3. Procedure Turn
4. Straight Flight Back
5. Touch and Go
6. Three Axial Rolls
7. Three Inside Loops

Ten (10) of the maneuvers 8 through 27 shall be selected by the Contest Director just prior to the start of the day's flying. They shall be chosen in a random manner and in full view of the contestants (such as pulling from a hat). The maneuvers shall be flown in the order listed, except for those not chosen. In a contest of more than one day duration, a new list of maneuvers should be selected at the beginning of each day's flying.

8. Four Point Roll
9. Knife Edge Flight
10. Reverse Spin
11. F A I Top Hat
12. F A I Rolling Circle
13. F A I Double Stall Turn
14. F A I Horizontal Eight
15. F A I Vertical Eight
16. F A I Double Immelman
17. Three Outside Loops
18. Inverted Spin
19. Slow Roll
20. Tail Slide
21. Reverse Cuban Eight
22. Cobra Roll
23. Four Leaf Clover
24. Loop with 1/2 Snap
25. Inverted Reverse Cuban Eight
26. 180 Degree Turn
27. Loop with Rolls

The remaining three maneuvers are mandatory:

28. Traffic Pattern Approach
29. Landing Perfection
30. Spot Landing

A complete Class C flight consists of 20 maneuvers, 10 constant and 10 variable.

22.16 CLASS D PATTERN:

The Class D Pattern shall be the current F A I Pattern as described elsewhere in this publication.

22.17 SUGGESTED FIELD PROCEDURE:

The procedures listed below are suggestions to Contest Directors for operation of an R/C Pattern event, and may be altered to fit local conditions.

22.17.1 All R/C contestants shall be set up in "pile" as they are assigned by Event Director, so they will be under his immediate control.

22.17.2 There will be no testing of transmitters or receivers during the flying period. Transmis-

ters may be impounded at discretion of Event Director. Any person causing interference will suffer immediate disqualification. The Event Director will provide a monitor receiver to check for interference.

22.17.3 The flight order shall be determined by position of contestant's signatures on a single flight list held by Event Director or his representative. This list shall include all classes and frequencies. Contestant shall have his name and frequency entered on the list. Contestant may be moved to bottom of list on request, but trading of positions with other contestants is not allowed. When a contest is to be continued on a following day, the flight list shall carry over from day to day.

22.17.4 Event Director shall carry out following procedure:

- a. Numbers 1, 2, and 3 on flight list shall be on flight line with their models, equipment, and one helper if desired. No 1 is contestant flying or ready to fly. No 2 is next man to fly, etc.

- b. No. 1 man shall have 3 minutes (4 minutes if F A I Pattern is being used) from completion of preceding flight in which to release model for the start of his flight. False starts are permitted within the 3 or 4 minute limit. Failing to start flight within this limit, contestant must immediately remove his plane and equipment to the pits. It shall be the responsibility of Event Director or his representative to notify contestant of start and end of 3 or 4 minute period.

- c. Numbers 4, 5, and 6 on the flight list shall have their planes and equipment in a ready box located near the flight line. As soon as a flight is completed, the No. 4 man becomes No. 3 and shall be requested to move his model and equipment onto the flight line. If he is not on hand to do so, and the list is not to all the place, the Event Director or his representative

AMA RADIO CONTROL JUDGES GUIDE

A. PURPOSE: The purpose of the AMA R/C Judges Guide is to furnish an accurate description of each maneuver listed in the three Pattern Event classes, and to provide a reference for use in developing a uniformly high standard of judging in all AMA sanctioned contests.

Study of this guide by the competitor will help him learn exactly what is expected, while study by the judges will help them decide precisely how well the competitor comes up to these expectations.

B. PRINCIPLES: The principles of judging an RC model should be based on the perfection with which the model simulates full scale aircraft performance. The main criteria for perfection in an individual maneuver can be classified as follows:

1. Precision of the maneuver
 2. Positioning or display of the maneuver
 3. Size or dimensions of the maneuver
 4. Smoothness or gracefulness of the maneuver.
- All of these requirements must be met in order for a maneuver to be rated perfect. They are discussed below.

a. PRECISION: At the instant the contestant announces his next maneuver, the judge should form an image of the course the airplane should follow during the performance of the maneuver. The precision of the maneuver will then be based on how well the model tracks through this imaginary course.

Competitors will read this statement and exclaim "How am I to know what the judge imagines is a perfect course?" The answer to this is that once the model has located in on the straight and level entry portion of a maneuver the only real disparity that can exist between the judge's and the competitor's image is the size of the maneuver. The judge will have some preconceived ideas about optimum size as discussed in a later section. However, the judge should modify his image if the first

shall be responsible for notifying contestants when they are to move to ready box or flight line.

22.17.5 When technically possible and when judges and space are available, it is strongly recommended that two or more flights be flown simultaneously, under the following conditions:

- a. Separate take-off and landing areas sufficiently spaced cross wind from each other to minimize engine noise and flight path interference.
- b. Contestants flying simultaneously shall fully open their engines and transmitter operation before take-off, to be sure no interference between them is possible.
- c. Contestants flying simultaneously must be no more than three positions apart on the flight list. Event Director or representative shall, where possible, select contestants at top of flight list so that contestants flying on compatible frequencies are on flight line together.
- d. Should a contestant oppose flying simultaneously with someone else, he may cancel his turn and re-sign at the bottom of the flight list.

22.17.6 OFFICIALS: An Event Director, a Dispatcher-Recorder and judges are the essential officials for an R/C Event. If possible, the Dispatcher-Recorder should have at least two helpers.

22.17.7 Each flight should be judged by at least two judges, with their scores averaged to give final score for the flight. It is suggested that each maneuver be scored immediately after it is performed. Judges shall score maneuvers individually and without consultation between them. There should be enough judges available to establish a rotational procedure which will average out variations in judging.

22.18 DESCRIPTION OF MANEUVERS: A detailed description of each maneuver specified in the above patterns will be found in the AMA Radio Control Judges Guide, or the F A I Pattern rules.

portion of the maneuver clearly demonstrates that the contestant intends to do a maneuver of much smaller or larger dimensions than the judge first imagined. It will be noted that forming an image of the forthcoming maneuver is based on using the straight and level entry as a reference. If the contestant fails to go through this portion of the maneuver, it will be difficult and perhaps impossible to form an image before the start of the maneuver. The absence of a definite entry into a maneuver therefore increases the difficulty of judging its precision and competitors will recognize this as justification for downgrading.

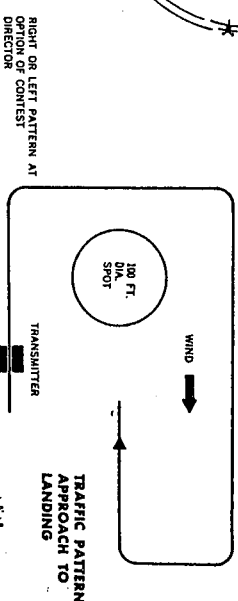
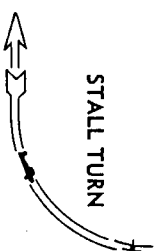
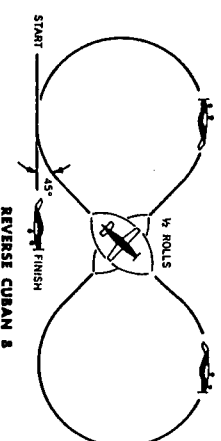
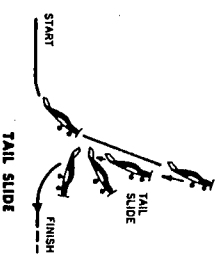
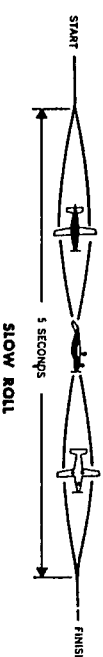
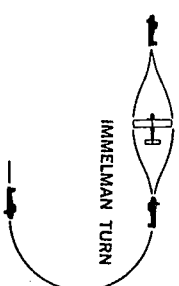
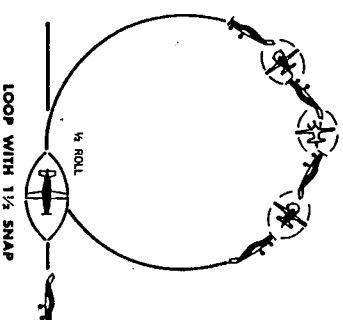
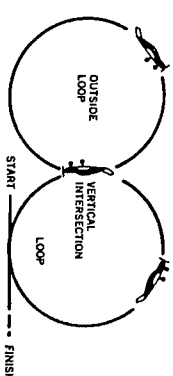
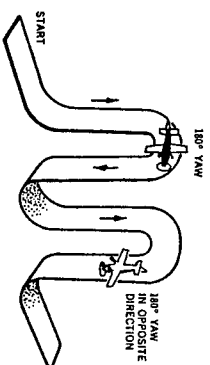
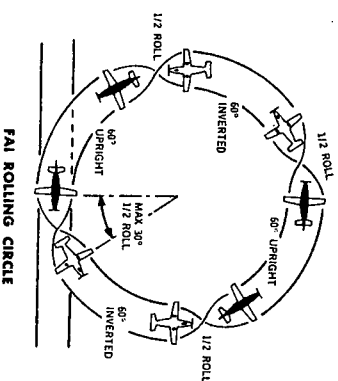
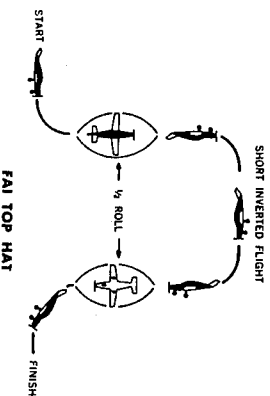
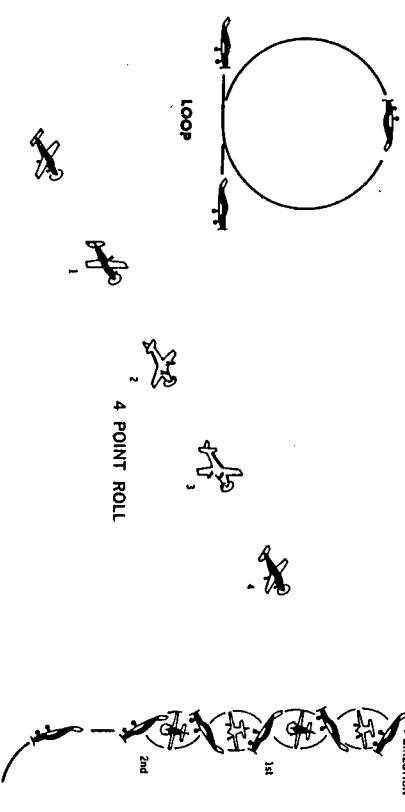
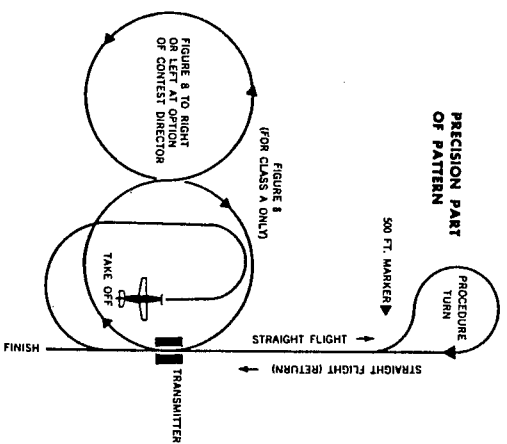
The straight and level exit from a maneuver is one of the most valuable portions of the maneuver in evaluating how well the intended course of the maneuver was followed. The well-piloted pilot will use it to announce "Maneuver completed," while the less competent pilot will often skip it in hopes that the judge will not notice that he deviated with respect to his entry heading. The absence of a well defined straight and level exit therefore should also result in downgrading.

b. POSITIONING: To achieve perfection, the competitor must position his maneuvers in a way that they can be easily judged. The first consideration on position is longitudinal distance from the competitor. It goes without saying that the judges should be located near the competitor so that they obtain identical views of the maneuver. The competitor should center his acrobatic maneuvers at an average distance of less than 300 feet from himself.

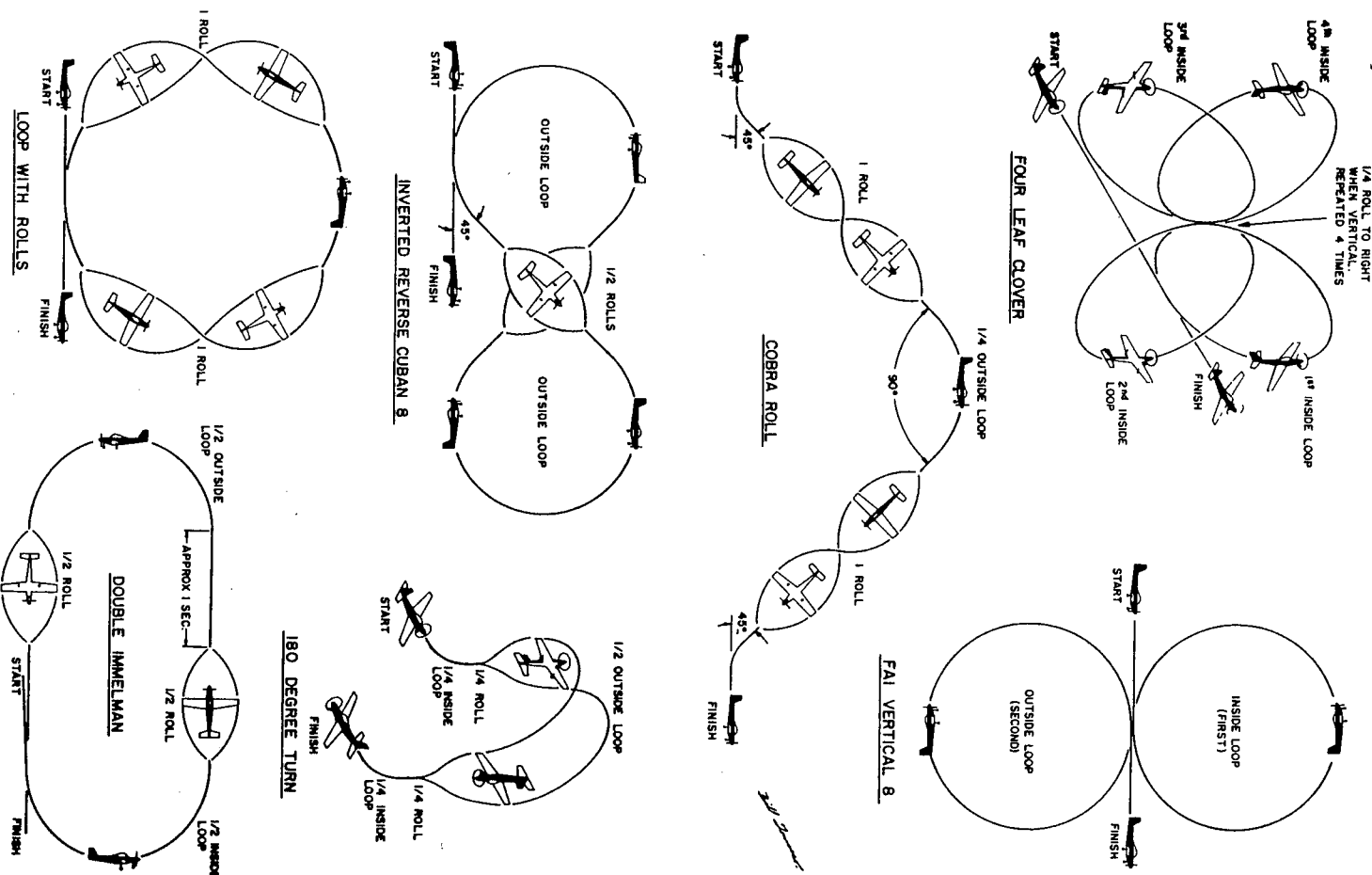
In short, the judge should be unmerciful if he gets the impression that the competitor is trying to hide his defects by flying at a great distance. Positioning of maneuvers involves more than mere distance. They should also be presented in a relative direction which displays the most difficult aspects of the maneuver. Specifically, maneuvers which have circular symmetry (such as loops, Immelmans, Cuban

AMA Radio Control Maneuvers

PRECISION PART OF PATTERN



Maneuver Drawings Courtesy of MODEL AIRPLANE NEWS



Eight, and FAI Horizontal Eight) should have the "holes" in their circular path clearly visible, preferably in a plane exactly perpendicular to the line of sight to the model. The same applies to the Square Eight.

The diagrams used to describe these circular maneuvers in the official rule book define the best view to present to the judge. "End on" or "caned" presentation of these should result in downgrading since it increases the difficulty of judging the symmetry of figure 8's and the "tracing" of consecutive loops.

While no special bonus is justified for exceptionally low altitude, excessively high altitude is cause for downgrading. Most maneuvers can be done at less than 300 feet longitudinal distance with altitudes that would not force the judge to look up at more than about a 45 degree angle. If maneuvers are done at high altitudes and close to or above the transmitter in a way that they force the judge to look up vertically or near vertically, they should be downgraded. The main reason for this is that most maneuvers cannot possibly be properly oriented when performed directly overhead. However, a comment to competitors is in order here. This downgrading is almost an automatic reaction after a judge has been on the runway a few hours. He usually has a tired neck from looking at some maneuvers which must be followed overhead, and he is prone to be severe if he is forced to look there unnecessarily.

By the same token, most judges will refuse to even look at the remainder of a maneuver after an aircraft crosses the sun often cannot be avoided and the judges should follow through to the best of his ability. But he is completely justified in scoring zero if in his opinion the maneuver could have been placed elsewhere.

c. SIZE OF MANEUVERS: In the previous section it was pointed out that most maneuvers could be safely done at an average distance no greater than 300 feet from the competitor and judge, and at altitudes such that the line of sight to the model will seldom exceed a 45° elevation angle. These criteria place an upper limit of about 350 feet for the total vertical size of a maneuver. Most competitors and judges will recognize this as more than ample. It should also be recognized that 300 feet of horizontal distance is a maximum value and not really the optimum. For example, an inside loop of 100 feet diameter at 150 feet longitudinal distance would stay within the 45° angle and a safe altitude and would be more clearly visible to the judge than at 300 feet distance. The competitor who performs loops in the 200 ft. region is therefore allowing the judge to evaluate them more critically and he should suffer no downgrading for positioning. On the other hand, a 100 ft. diameter loop at 300 ft. distance might be downgraded.

The optimum size of maneuvers is related to some extent on the size and normal flying speed of the model. For example, loops of 20 to 30 feet diameter done by a 2 ft. wing span airplane would not necessarily look poor or out of scale. However, 20 or 30 ft. diameter loops by a 50 mph multi job give the impression that an imaginary pilot in full scale simulation would be downright uncomfortable if not "blacked out" due to the high "g" forces. Exceedingly small or tight maneuvers with unnecessarily high rates of roll, pitch or yaw do not simulate full scale performance and they should be downgraded accordingly.

d. SMOOTHNESS AND GRACEFULNESS: These two factors are inter-related with size of the maneuver and therefore again are related to normal flying speed of the model. Various judges and competitors will have different opinions of what actually constitutes smoothness and gracefulness. The most general definition must again be related to full scale simulation and the effects of the maneuver on an imaginary pilot or passenger in the plane. On a touch-and-go or landing, for example, the judge might imagine the airplane as a DC-8 in which he is a passenger. Many of the so-called "average" landing by RC models, in this equivalent situation, would result in shearing off of the landing gear and a total loss of the airline company's profits and equipment!

It is recognized that few RC judges have ever been passengers in full scale aerobatic airplanes and therefore have no actual experience with the "g" forces in aerobatic maneuvers. Two to three g's would not be

excessive in such performance, particular in violent maneuvers such as a snap roll or spin. However, by comparison, a 30 ft. diameter loop at 50 mph results in about 10 g's, which is close to or excess of the design limits of most full scale aerobatic aircraft. Clearly, such tight maneuvers are not scale-like.

The matter of smoothness is basically related to scale like appearance. For example, a perfect set of consecutive rolls should have a constant roll rate from start to finish. A perfect loop must have a constant radius defining a perfect circle. It cannot be made up of a series of straight flight increments with sudden angular jerks placed between. Such sudden jerks represent high "g" forces well in excess of full scale tolerances and maneuvers should be downgraded for this.

C. ACCURATE AND CONSISTENT JUDGING: The most important aspect of consistent judging is for each judge to establish his standards and then maintain that standard throughout the meet. It is advisable for the contest director or chief judge to hold a briefing prior to the start of the meet in order to make the standards as uniform as possible. This is done best by means of a practice flight which all judges score simultaneously and privately. After the flight, the defects in each maneuver should be discussed by all judges and a semblance of agreement reached about the severity of defects. Once this is done, however, and the contest is started, the individual judge should not alter his standards under any influence.

The contest director should clearly define areas in which it is considered unsafe for competitors to perform, such as above spectators or over buildings, etc. It is highly recommended that the judges agree to register zero points for maneuvers done in these areas. Furthermore, for consistency, judges should exchange a quick nod of agreement to issue zeros immediately following an "over the crowd" maneuver. Nothing can cause more unrest among contestants than a zero and seven score of the same maneuver!

The responsibility for disqualifying pilots who persist in flying unsafely should be assigned to the judges by the C.D. The definition of unsafe areas should be absolutely unambiguous. For example, it should be stated that "maneuvers performed over the spectator areas will be scored zero" and not that "maneuvers can be performed over the spectators at a safe altitude". Obeying such safety regulations is just one more of the many pressures associated with winning a competition and the man who overcomes all pressures is more expert than one who does not.

D. JUDGING INDIVIDUAL MANEUVERS: The schedule of maneuvers to be performed is described in Section 22 of the AMA Rule Book. Each maneuver is to be judged individually on a basis of 0 to 10 points according to the degree of excellence.

A common problem in judging is to score the first flights too high and then find there is no margin left to reward a superb flight. When in doubt give the lower score. Remember that perfection is not a relative thing. Perfection is that maneuver in which you see absolutely no flaws. It is not a common occurrence.

In the following section, a description of each maneuver is given and then a number of reasons for downgrading are listed. The maneuver should be downgraded according to (1) the number of defects observed; (2) the severity of the individual defects; and (3) the number of times any one defect occurs.

For example, a small angle change in heading during the taxi portion of the touch and go would be considered one defect while two or three distinct turns would be considered two or three defects. It will be noted that for many maneuvers there are more than ten possible kinds of defects and that some of these can be repetitive. It will not be possible to downgrade one point for each defect or indeed we would have many negative scores.

A score of 10 should be given only if the maneuver is well positioned and no defects are observed. One or two minor defects should result in downgrading to at least an 8 while one severe defect should put it down to 6 as should a combination of three or four minor defects. Any demerit in poor positioning should be decided at the start of the maneuver and also fed into the final score for the maneuver.

5. Model pauses before start of second loop.
- B. During the second loop:
 1. Not on same heading as first loop.
 2. Not the same circular path as first loop.
 3. Loop deviates left or right.
 4. Finish of loop not at same altitude as entry.
 5. Model pauses before start of third loop.
- C. During the third loop:
 1. Not on same heading as first loop.
 2. Not on same circular path as first loop.
 3. Loop deviates left or right.
 4. Recovery not at same heading as entry.
 5. Recovery not at same altitude as entry.
 6. Recovery not level.

Note: Loops must appear rounded and superimposed to the ground-observer even in the presence of the wind.

Stall Turn. The model starts from straight and level flight and noses up to a vertical position, yaw through 180°, then dives along a parallel path and finishes the maneuver with the plane level at the same altitude as the entry. The Stall Turn may be downgraded because:

1. Model not level at start.
2. Does not become exactly vertical.
3. Turns left or right during pull-up.
4. Does not yaw tightly through 180°.
5. Return path more than two wing-spans from entry path.
6. Return path not parallel to entry path.
7. Maneuver not finished at same altitude as entry.
8. Plane not level at finish of maneuver.
9. Model does not fly straight and level to complete maneuver.

Three Spin. The plane establishes a heading by flying straight and level, pulls up into a stall and commences the spin through one, two, three turns and recovers to level flight on the same heading as the initial flight direction. The judge must watch carefully to be sure this is a spin and not a vertical roll or a spiral dive. In the spin, some part of the plane always intersects an imaginary vertical line along the path of descent. In the spiral dive, the plane circles around but outside of the imaginary vertical line. The spin may be downgraded because:

1. Initial heading is not level.
2. Commencement of first spin is sloppy or uncertain.
3. Does not do exactly three turns. Less than two or more than four turns shall be scored zero.
4. Does not recover on same heading as initial heading.
5. If any of the three turns are spiral dives rather than spins, the score is zero.
6. Rate of rotation in spin is excessively rapid.
7. Does not finish level.
8. Does not fly straight and level for 50 feet.

Four Point Roll. From a straight and level upright flight path, the model is rolled 90 degrees and holds this attitude, with wings in a vertical position, long enough for it to be clearly defined. The model is then rolled another 90 degrees, in the same direction of rotation, and holds the inverted attitude long enough for it to be clearly defined. This is followed by another 90 degree roll in the same direction, bringing the ship to another knife edge position. Following a similar pause in the roll, the ship is finally rolled another 90 degrees to upright and level flight. The maneuver may be downgraded for the following reasons:

1. Model not level at start of roll.
2. The path traced by the model is not a straight line. (The plane does not travel in a straight line.)
3. Sudden correction in heading between roll segments.
4. The axis of the fuselage veers out at too much of an angle to the flight path.
5. Plane changes altitude during roll.
6. Plane does not pass long enough between each segment of roll.
7. Wings are not exactly vertical at ¼ and ¾ positions.
8. Plane fails to do level flight at end of roll.

Reverse Cuban Eight. Plane commences in straight and level flight, pulls up into a 45 degree climb, half rolls to inverted and proceeds to roll into a 45 degree climb again, finishing at a 45 degree angle. From there, the model half rolls again, finishing at a 45 degree angle. The path of the Roll Half Roll is required to be a continuous loop with a radius straight and level flight on the same heading and altitude as the beginning. Maneuver shall be downgraded for the following:

1. Entry is not straight and level.
 2. First roll not on 45 degree line.
 3. Loop not round or deviates to left or right.
 4. Second roll not on 45 degree line.
 5. Middle of second roll does not cross middle point of first roll.
- Show Roll.** Model commences from straight and level flight and then rolls slowly at a uniform rate through one complete rotation. The approximate time of the roll to be five seconds. Note: No downgrade for slight over/under. Downgrading shall result for any of the following reasons:
1. Model not level at entry.
 2. Plane deviates from a straight line during roll.
 3. Roll rate not uniform.

4. Plane does not roll through exactly one revolution.
5. Plane changes altitude during roll.
6. Plane changes heading.
7. Roll rate is too rapid resulting in much less than five seconds elapsed during roll.
8. Plane fails to level at finish of roll.
9. Plane fails to do level flight at end of maneuver.

Top Hat. Model starts in straight level flight, pulls up into vertical climb and makes a half roll then levels out, wings on the horizontal heading as entry. A five second inverted flight is modeled vertically, performing a half roll and finally recovering to straight level upright flight on same heading and height as entry. The Top Hat should be downgraded if:

1. Model does not start level.
2. Model does not go exactly vertical before starting roll.
3. Roll does not stop at exactly 180° from entry.
4. Model does not climb vertically for a brief period after completing roll.
5. Model does not go on an exactly horizontal inverted position after leveling out.
6. Model does not fly inverted for the same distance as the vertical climb and roll.
7. Model does not dive vertically briefly before starting half roll.
8. Second half roll not started at the same altitude as that where the first half roll was completed.
9. Second half roll not completed at same altitude as that where first roll started.
10. Model does not start vertically for a brief period after completing second half roll.
11. Model deviates left or right of the entry path at any point in the maneuver.
12. Model does not recover at same altitude and heading as entry.

FBI Horizontal Eight. The plane commences flying straight and level, pulls up into a ½ of an inside loop, does one half inverted loop starting from straight down, then ½ of an inside loop finishing in straight and level flight. The Horizontal Eight may be downgraded because:

1. Entry not level.
2. First loop not round.
3. Plane deviates left or right during first loop.
4. Plane not vertical at start of second loop.
5. Second loop not the same diameter as first loop.
6. Second loop not round.
7. Second loop deviates left or right.
8. Does not finish level.
9. Does not finish on same heading as entry.
10. Does not finish at same altitude as entry.

Double Immelman. Model commences in straight and level flight, pulls up into half an inside loop followed by a half roll to upright, outside loop followed by half a roll to upright, recovering in straight and level flight on the same heading and at the same altitude as the entry. Maneuver shall be downgraded for the following reasons:

1. Entry not straight and level.
2. First half loop not round.
3. Model deviates left or right during half loop.
4. Half loop not completed exactly above starting point.
5. Half roll does not start immediately after half loop.
6. Roll is not on a straight line and on 180 degree heading from entry.
7. Plane goes immediately into outside loop upon completion of half roll.
8. Plane holds straight flight too long before going to outside loop.
9. Half outside loop not round or same size as first half loop.
10. Model deviates left or right during half loop.
11. Half loop not completed exactly below starting point.
12. Final half roll does not start immediately after half outside loop.
13. Final half roll longer or shorter than first half roll.
14. Model does not finish on same heading and at same altitude as entry.
15. Plane fails to do straight and level flight at end of maneuver.

Three Outside Loops. The model commences the outside loop and recovers flying straight and level on the same heading and altitude as the entry. The outside loops are downgraded in the same manner as the inside loops.

1. Entry is not straight and level.
2. Pull up is not to exact vertical climb.
3. Roll is more or less than 90 degrees.
4. Path of roll is not straight vertical line.
5. Half outside loop deviates left or right.

6. Half loop is not smooth and round.
7. Second 90 degree roll path is not straight vertical line.
8. Pull out to level flight is sudden or jerky.
9. Pull out is not to same altitude and 180 degrees opposite heading to entry.
10. Plane fails to perform straight and level flight at end of maneuver.

Figure M. The model starts in straight and level flight, pulls up to a vertical climb, performs a stall turn (left or right) through 180°, then makes a ½ inverted loop pulling up again to vertical climb, performs a second stall turn in a direction opposite to the first stall turn and then recovers on the same altitude and heading as the entry. When viewed from the side, the model creates the letter "M". First and second half turns are to be opposite as seen from both the ground. (The airplane itself actually turns in the same direction both times.) If both turns are in the same direction, as seen from the ground, the score is zero. The maneuver shall be downgraded for the following reasons:

1. Model not level at start.
2. Does not become vertical.
3. Turns left or right during pull up.
4. Turn radius at top of stalls is larger than two wing-spans.
5. Turns at top of stalls are less than 180°.
6. Diving paths are not parallel to climbing paths.
7. Bottom of inverted portion is at different altitude than entry.
8. Turning point of second stall turn is at different altitude from the first turn.
9. Maneuver not finished at same altitude as entry.
10. Plane not level at finish of maneuver.

Traffic Pattern Approach. The rectangular approach is commenced with the model flying into the wind over the center of the runway and/or landing circle, a turn of 90°, a cross, and a second turn of 90°, a downwind leg, a third turn of 90°, a cross-wind leg, a fourth turn of 90° and straight flight toward the point of touchdown. The maneuver is finished just prior to the point of touchdown (in foot attitude). It is not required that the descent start at the beginning of the downwind leg. However, wind or altitude conditions may dictate otherwise. Downwind should therefore be judged only on smoothness and consistency, not on where it actually starts.

Note: The contest director will announce whether the turns should be left or right. The rectangular approach may be downgraded because:

1. Legs of rectangle are not straight and perpendicular to each other.
2. The 90° turns are not smooth, precise, or sharp.
3. Gallops in pitch, yaw or roll during the approach.

RC FREQUENCIES AND FLAGS

The AMA has designated certain colors to be used in the form of a streamer or pennant (flag) as a means of indicating what frequency a transmitter is assigned. It is recommended that 27 MHz flags be triangular. Transmitter antennas in the 50-54 MHz and 72-76 MHz bands will show two flags, each in the form of ribbons approximately 1" X 16", one ribbon indicates the exact frequency. The four frequencies indicated by asterisks (*) in the 72-76 MHz band are for model aircraft use only.

27 MHz Band

- 76-895—Brown
- 27-085—Orange
- 27-145—Red
- 27-145—Yellow
- 27-255—Blue

50-54 MHz Super-Hat

- 53-10—Black & Brown Ribbons
- 53-40—Black & Blue Ribbons
- 53-40—Black & Yellow Ribbons
- 53-50—Black & Green Ribbons

50-54 MHz Super-Regen

- 51-20—Black & Light Blue
- 52-04—Black & Violet Ribbons

72-76 MHz Band

- 72-06—White & Brown Ribbons
- 72-16—White & Blue Ribbons
- 72-40—White & Orange Ribbons
- 72-24—White & Red Ribbons
- 72-64—White & Green Ribbons

4. Attempts to break out of pattern to go around again. Zero points!
5. Model climbs during approach.
6. Since the Traffic Pattern Approach is not required in Class C, the Landing Perfection maneuver must be called out following completion of the Three Turn Spin. When the contestant has his plane lined up and on heading for the final approach, and not less than six (6) feet off the ground, he must announce the start of the Landing maneuver. From this point on, the Landing will be judged.

Landing Perfection. At the conclusion of the final approach leg, the model continues to descend at a gradual rate and lands on the heading used in the final approach leg. After landing, the model must roll in a straight line and come to a complete stop. The landing should be downgraded if:

1. Approach during landing is too steep.
2. Gallops in pitch, yaw or roll during approach.
3. Model impacts or bounces on ground due to lack of flare-out.
4. Model bounces or lands.
5. Model turns left or right while rolling to a stop. Turns necessary to avoid running off the runway may be excused if wind direction and spot location are adverse. However, this leniency applies only if the model lands in the spot and should not be employed in cases where the flyer accidentally lands near the edge of the runway, outside the spot.
6. Model fails to make pronounced stop.
7. Model rolls too far away to accurately judge.
8. Model pitches over and makes ground contact with nose or wingtip.
9. If model flips over on its back or cartwheels on wings—0 points.
10. For a retract gear airplane, any gear-up landing shall be scored zero.
11. Failure of retract gear during landing and before plane completely stops shall result in zero landing score.

Spot Landing. Landing within the 100 foot circle results in automatic awarding of the same number of points obtained in landing perfection. All judges should agree on their score sheets (Not on the amount of score, just whether or not a spot landing was accomplished) and in the event of disagreement, a majority vote by the judges should decide.

Conclusion of Flight. The official flight is finished at the moment the plane stops at the end of its landing roll. At this point the contestant announces "flight complete" and the Contest Director calls out the winner to the field. The Contest Director has the right to disqualify a pilot or keeper shall forfeit the plane as soon as permitted by official change of flight line.

AMA RC PATTERN JUDGES GUIDE

A. Purpose. The purpose of the AMA RC Judges Guide is to furnish an accurate description of each maneuver listed in the three Pattern Event classes, and to provide a reference for use in developing a uniformly high standard of judging in all AMA sanctioned contests.

Study of this guide by the competitor will help him learn exactly what is expected, while study by the judges will help them decide precisely how well the competitor comes up to these expectations.

B. Principles. The principles of judging an RC model should be based on the perfection with which the model simulates full scale aircraft performance. The main criteria for perfection in an individual maneuver can be classified as follows:

1. Position of the maneuver.
 2. Position of the maneuver.
 3. Size or degree of the maneuver.
 4. Smoothness or graceful flow of the maneuver.
- All of these requirements must be met in order for a maneuver to be rated perfect. They are discussed below.

a. Precision. At the instant the contestant announces his next maneuver, the judge should form an image of the course the airplane should follow during the performance of the maneuver. The precision of the maneuver will then be based on how well the model tracks through this imaginary course.

Competitors will read this statement and exclaim, "How can I know what the judge imagines is a perfect course?" The answer to this is that once the model has locked in on the straight and level entry portion of a maneuver the only real disparity that can exist between the judge's and the competitor's image is the size of the maneuver. The judge will have some preconceived ideas about optimum size as discussed in a later section. However, the judge should modify his image if the first portion of the maneuver clearly demonstrates that the contestant intends to do a maneuver of much smaller or larger dimensions than the judge first imagined.

It will be noted that forming an image of the forthcoming maneuver is based on using the straight and level entry as a reference. If the contestant fails to go through this portion of the maneuver, it will be difficult and perhaps impossible to form an image before the start of the maneuver. The absence of a definite entry into a maneuver therefore increases the difficulty of judging its precision and competitors will recognize this as justification for downgrading.

The straight and level exit from a maneuver is one of the more valuable portions of the maneuver in evaluating how well the intended course of the maneuver was followed. The well polished pilot will use it to announce "Maneuver completed," while the less competent pilot will often skip it in hopes that the judge will not notice that he deviated with respect to his entry heading. The absence of a well defined straight and level exit therefore should also result in downgrading.

b. Positioning. To achieve perfection, the competitor must position his maneuvers in a way that they can be easily judged. The first consideration on position is longitudinal distance from the competitor. It goes without saying that the judges should be located near the competitor so that they obtain identical views of the maneuver. The competitor should center his aerobatic maneuvers at an average distance of less than 300 feet from himself.

In short, the judge should be unimpaired if he gets the impression that the competitor is trying to hide his defects by flying at a great distance.

Positioning of maneuvers involves more than mere distance. They should also be presented in a relative direction which displays the most difficult aspects of the maneuver. Specifically, maneuvers which have circular symmetry (such as Loops, Immelmans, Cuban Eights, and P-81 Horizontal Eights) should have the "holes" in their circular path clearly visible, preferably in a plane exactly perpendicular to the line of sight to the model. The same applies to the Square Eight.

The diagrams used to describe these circular maneuvers in the official rule book depict the best view to present to the judge. "End on" or "canard" presentation of these should result in downgrading since it increases the difficulty of judging the symmetry of figure 8's and the "tracking" of consecutive loops.

While no special bonus is justified for exceptionally low altitude, excessively high altitude is cause for downgrading. Most maneuvers can be done at less than 300 feet longitudinal distance with altitudes that would not force the judge to look up at more than about a 45 degree angle. If maneuvers are done at high altitudes and close to or above the transmitter in a way that they would require the judge to look up vertically or near vertically, they should be downgraded.

It is possible to perform a maneuver in a way that most maneuvers cannot, possibly by a combination of competition in an other race. This downgrading is shown as automatic in the rule book. A judge has been on the runway a few hours. He usually has a few judges that look at some maneuvers which must be followed overhead, and he is prone to be somewhat biased in looking down at the remainder of a maneuver after an aircraft crosses the end of the runway. There are also some places where the sun often

cannot be avoided and the judge should follow through to the best of his ability, but he is completely justified in scoring zero if in his opinion the maneuver could have been placed elsewhere.

c. Size of Maneuvers. In the previous section it was pointed out that most maneuvers could be safely done at an average distance no greater than 300 feet from the competitor and judges, and at altitudes such that the line of sight to the model will seldom exceed a 45 degree angle. These criteria place an upper limit of about 350 feet for the total vertical size of a maneuver. Most competitors and judges will recognize this as more than ample. It should also be recognized that 350 feet of horizontal distance is a maximum value and not really the optimum. For example, an inside loop of 100 feet diameter at 150 feet longitudinal distance would stay within the 45 degree angle and a safe altitude and would be more clearly visible to the judge than a 300 feet distance. The competitor who performs loops more critically and the other hand, a 100 ft. diameter loop at 300 ft. longitudinal distance would be downgraded.

The optimum size of maneuvers is related to some extent on the size of the model flying speed of the model. For example, loops of 20 to 30 feet diameter done by a 2 ft. wingspan airplane would not necessarily look good or out of scale. However, 20 or 30 ft. diameter loops by a 10 inch model would give the impression that an airplane of full scale dimensions would be downgrading. Exceedingly small or high speed maneuvers with unnecessarily high rates of turn or pitch or yaw do not simulate full scale performance and they should be downgraded accordingly.

d. Smoothness and Gracefulness. These two factors are interrelated with size of the maneuver and therefore again are related to normal flying speed of the model. Various judges and competitors will have different opinions of what actually constitutes smoothness and gracefulness. The most general definition must again be related to full scale simulation and the effects of the maneuver on an imaginary pilot or passenger in the plane. On a touch-and-go or landing, for example, the judge might imagine the airplane as a DC-3 in which he is a passenger. Many of the so-called "average" headings by RC models, in this equivalent situation, would result in shearing off of the landing gear and a total loss of the airline company's profits and equipment!

It is recognized that few RC judges have ever been passengers in full scale aerobatic airplanes, and therefore have no actual experience with the "g" forces in aerobatic maneuvers. Two to three g's would not be excessive in such performance, particularly in vertical maneuvers such as a snap roll or spin. However, by comparison, a 30 ft. diameter loop at 50 mph results in about 10 g's, which is close to or excess of the design limits of most full scale aerobatic aircraft. Clearly such light maneuvers are not scale-like.

The matter of smoothness is basically related to scale-like appearance. For example, a perfect set of consecutive rolls should have a constant radius defining a perfect circle. It cannot be made up of a series of straight flight increments with sudden angular jerks placed between. Such sudden jerks represent high "g" forces well in excess of full scale tolerances and maneuvers should be downgraded for this.

e. Accurate and Consistent Judging. The most important aspect of consistent judging is for each judge to establish his standards and then maintain that standard throughout the meet. It is advisable for the contest director or chief judge to hold a briefing prior to the start of the meet in order to make the standards as uniform as possible. This is done best by means of a practice flight which all judges score simultaneously and privately. After the flight, the defects in each maneuver should be discussed by all judges and a semblance of agreement reached about the severity of defects. Once this is done, however, and the contest is started, the individual judge should not alter his standards under any influence.

The contest director should clearly define areas in which it is considered unsafe for competitors to perform, such as above spectators or over buildings, etc. It is highly recommended that the judges agree to register zero points for maneuvers done in these areas. Furthermore, for consistency, judges should exchange a quick nod of agreement to issue zeros immediately following an over the crowd maneuver. Nothing can cause more upset among contestants than a zero and seven scores of the same maneuver!

The responsibility for downgrading pilots who persist in flying unsafely should be assigned to the judges by the C.D. The definition should be areas should be absolutely unmaneuverable. For example, a maneuver should be downgraded if it is performed over the spectators area will be scored zero, and the "over the crowd" maneuver should be performed over the spectators at a low altitude. Once such safety regulations are put into effect, the man who overcomes all pressures is more expert than one who does not.

D. Judging Individual Maneuvers. The schedule of maneuvers to be performed is described in the RC Pattern Rules. Each maneuver is to be judged individually on a basis of 0 to 10 points according to

the degree of excellence.

A common problem in judging is to score the first flight high and then find there is no margin left to reward a superb flight. When in doubt give the lower score. Remember that perfection is not a relative thing. Perfection is that maneuver in which you see absolutely no flaws. It is not a common occurrence.

In the following section, a description of each maneuver is given and then a number of reasons for downgrading are listed. The maneuver should be downgraded according to (1) The number of defects observed; (2) the severity of the individual defects; and (3) the number of times any one defect occurs.

For example, a small single change in heading during the last portion of the loop and go would be considered one defect while two or three distinct turns would be considered two or three defects. It will be noted that for many maneuvers there are more than ten possible kinds of defects and that some of these can be repetitive. It will not be possible to downgrade one point for each defect or indeed we would have many negative scores.

A score of 10 should be given only if the maneuver is well positioned and no defects are observed. One or two minor defects should result in downgrading to at least an 8 while one severe defect should put it down to 6 as should a combination of three or four minor defects. Any element in poor positioning should be deducted at the start of the maneuver and also fed into the final score for the maneuver.

E. Description of Maneuvers.

1. Basic Precision Ground Handling of "Pro Tax" Maneuvers at the Beginning and End of Each Flight is not required. However, in the interest of safety and controlling realism, a certain amount of positive means of directional control on the ground is required. This is not performed, the taxi demonstration will automatically lose five (5) points. In other words, if a contestant fails to perform the taxi demonstration, then makes a takeoff worth 5 points or less, his takeoff score will be zero.

Taxi Demonstration. Prior to takeoff, the plane must be taxiing on the Starting Box a distance of approximately 10 feet, including a controlled turn of at least 90 degrees, and come to a complete stop. If there are strong winds, the C.D. may allow substitution of an "S" turn, which will serve to demonstrate ground control while avoiding the unnecessary risk of upsetting the model. A flyer not performing this demonstration will automatically lose five (5) takeoff points.

If the engine stops during Taxi Demonstration, the flyer will automatically lose five (5) takeoff points. The Taxi Demonstration will not be considered finished until the contestant announces the takeoff. If the engine stops after takeoff is announced, the takeoff score is zero. Engine may be restarted, and flight continued, if still within the two minute starting period.

Takeoff. The model must start from a standstill following the taxi demonstration. Model shall accelerate gradually and the takeoff run shall be in a straight line. Plane shall lift off gently and climb at a gradual angle, continuing in its straight flight path until at least six feet off the ground. Pilot shall call "takeoff" (or "maneuver") complete, when model has gained at least six feet of altitude and is still climbing out in a straight flight path.

The takeoff should be downgraded for the following reasons (in addition to loss of 5 points for no taxi demonstration):

1. Pushing or assisting during the takeoff run.
2. Changes in heading during the takeoff run.
3. "Jumping" from the ground.
4. Retouching the ground after becoming airborne.
5. Too steep a climb angle.
6. Gallops in pitch, roll or yaw during climb.
7. Changes in heading during climb.
8. Dropping a wingtip.

Straight Flight Out. The model must be brought exactly over the center of runway and/or heading circle and flown in an absolutely straight path into the wind for a distance of approximately 300 feet before starting the Procedure Turn (Distance does not have to be accurate; however, judges may specify start of turn if they wish). Straight flight may be downgraded because:

1. Does not fly over center of runway and/or landing circle.
2. Plane deviates left or right.
3. Does not finish constant altitude.
4. Turns before permission is given by judge.
5. Gallops in elevation.

Procedure Turn. After the straight flight, the model must turn exactly 90° left or right, whichever will take the plane away from the center line of the runway. The turn should be initiated by the Contest Director, then exactly 270° (the right hand turn) and then over the point where the first turn commenced. The turn over the downgraded because:

1. Right turn not 270°.
2. Left turn not 270°.
3. Changes in altitude during turn.
4. Turns not smooth and circular.
5. Does not head back over exact outgoing path.

Straight Flight Back. The model should fly back toward the circle along the same line as the outgoing path and pass exactly over the circle. The Straight Flight Back may be downgraded because:

1. Turns or wiggles during straight flight.
2. Changes in altitude.
3. Gallops in pitch, yaw or roll.
4. Flight not along original path.
5. Does not pass over circle.

Figure Eight. (Class A only). Directly after the Straight Flight Back and at the instant the plane crosses over the circle the model starts into a horizontal upright figure 8. The figure shall be perpendicular to the straight flight, and flow away from the spectators, i.e., the base of the 8 is over the circle and the first turn is made to left or right, depending on spectator location. Maneuver is finished on same heading as its entry. The Figure Eight should be downgraded for the following:

1. Entry not directly over the circle.
2. First half circle not smooth or round.
3. First half circle has gallops in pitch, roll or yaw.
4. First half circle changes altitude.
5. Turn 7. Same as 2 turn 4 for second full circle.
6. Model does not complete second full circle at same cross-over point as finish of first half circle.
7. Turn 9. Same as 2 turn 4 for third half circle.
8. Does not finish on same heading as entry.
9. Does not finish at same altitude as entry.
10. Does not fly straight and level to complete maneuver.

Touch and Go. After a smooth and gradual descent on a straight line path into the wind, the model lands and slows down to taxi speed (approximately the normal flight speed) but must not stop. Following this the model must accelerate and take off on the same heading as the entry. The maneuver may be downgraded for the following:

1. Gallops during landing is too steep.
2. Changes in pitch, roll or yaw during approach.
3. Model impacts on ground.
4. Model bounces on landing.
5. Model deviates left or right while rolling on ground.
6. Model fails to slow down to distinct taxi or "touchdown" condition.
7. Model stops on ground.
8. Changes in heading during the takeoff run.
9. "Jumping" from the ground.
10. Retouching the ground after becoming airborne.
11. Too steep a climb angle.
12. Gallops in pitch, roll or yaw during climb.
13. Changes in heading during climb.
14. Dropping a wingtip.
15. Model is too far away to be seen clearly at any time during the maneuver.

Three Axis Roll. The model enters from a straight and level flight and rolls on its axis to the right or left until three complete rolls are performed. The recovery roll may be on the same heading and altitude as the entry. The consecutive roll maneuver should be downgraded for the following:

1. Model not level at the start of the rolls.
2. The path traced out by the model is not a straight line (i.e., the plane does barrel rolls or suffers changes in heading).
3. Roll rate not uniform throughout three rolls.
4. Pauses between rolls.
5. Sudden changes in heading between rolls.
6. The axis of the fuselage veers out at an angle to the flight path.
7. Plane changes altitude during rolls.
8. Plane does not end exactly three rolls.
9. Plane is not level at end of rolls.
10. Plane fails to do level flight at end of rolls.

Immelman Turn. The model starts the Immelman flying straight and level, pulls up into half loop followed by a half roll and finishes flying straight and level exactly 180° from the heading at entry. The Immelman may be downgraded because:

1. Model not level at start.
2. Model deviates left or right during half-loop.
3. Half-loop not completed exactly above point of commencement of half-loop.
4. Half roll does not commence immediately after half-loop.
5. Plane deviates from a straight line during roll.
6. Model does not finish in level flight.
7. Model heading does not finish exactly opposite the direction of entry.

Three Loop Loops. The model starts the maneuver flying straight and level, pulls up into a smooth round loop followed by the second and third loop, each the same path with a straight and level recovery to finish. The maneuver may be downgraded because:

1. During the first loop.
2. Entry not round and smooth.
3. Loop deviates left or right.
4. Finish of loop not at same altitude as entry.

