

U.S. POSTAGE
PAID
Wash., D.C.
Permit No. 2374
Non-Profit Org.

OFFICIAL AMA SAFETY CODE

GENERAL

1. I will not fly my model aircraft in competition or in the presence of spectators until it has been proven to be airworthy by having been previously successfully flight tested.
2. I will not fly my model higher than approximately 400 feet within 5 miles of an airport, without permission of the airport operator. I will give right of way to, and avoid flying in the proximity of, full scale aircraft. Where necessary an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full scale aircraft.
3. Where established, I will abide by the safety rules for the flying site I use, and I will not willfully and deliberately fly my models in a careless, reckless, and/or dangerous manner.

RADIO CONTROL

1. I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
2. I will not fly my model aircraft in the presence of spectators until I become a qualified flyer, unless assisted by an experienced helper.
3. I will perform my initial turn after takeoff away from the pit, spectator, and parking areas, and I will not thereafter perform maneuvers, flights of any sort, or landing approaches over a pit, spectator, or parking area.

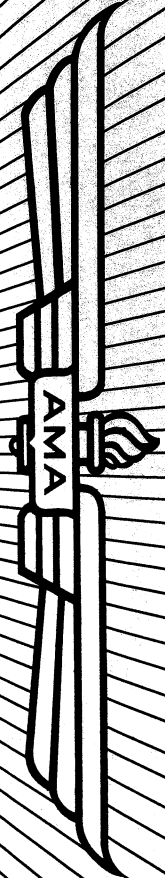
FREE FLIGHT

1. I will not launch my model aircraft unless at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model unless the launch area is clear of all persons except my mechanic and officials.
3. I will employ the use of an adequate device in flight to extinguish any fuses on the model after it has completed its function.

CONTROL LINE

1. I will subject my complete control line system (including safety thong, where applicable) to an inspection and pull test prior to flying.
2. I will assure that my flying area is safely clear of all utility wires on poles.
3. I will assure that my flying area is safely clear of all non-essential participants and spectators before permitting my engine to be started.

27.145 SHOULD BE RED
27.145 SHOULD BE YELLOW
ERROR, PAGE 39



1973 Official Model Aircraft Regulations



Governing Sporting Model Aviation in America
Issued by the Contest Boards of the

ACADEMY OF MODEL AERONAUTICS

Under the Franchise of

NATIONAL AERONAUTIC ASSOCIATION

and

FEDERATION AERONAUTIQUE INTERNATIONALE



75¢

CL DIVE BOMBING AND STRAFING

Engine Size (cu. in.)	Max. Model Weight 4 lbs.	Required Line Length 59'-60.3"	Required Minimum Diameter of Each Line			Pull Test 10G
			1 Line	2 Lines	3 Lines	
15-400	4 lbs.	59'-60.3"	.018"	.016"	.015"	10G
401-4599	4 lbs.	59'-60.3"	.020"	.018"	.018"	10G

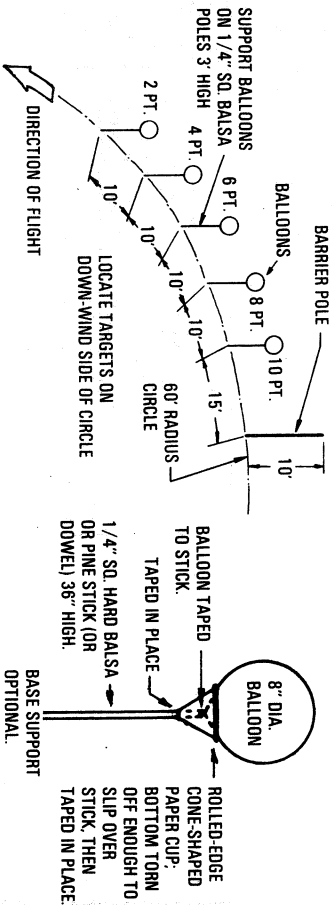
9. Official flight. Three (3) attempts will be permitted toward two (2) official flights. An official flight is seven (7) laps and the pilot charged airplane has a "No. One" signal. Once the pilot has signaled for a starting pass he will be charged with it. The next time the airplane passes over the target area, whether or not he dives and attacks the target.

An attempt will be charged if the pilot fails to start engine in three minutes time from signal from the judge. Two additional minutes will be allowed for each additional engine. An attempt will also be charged if pilot waves off flight before signaling for a scoring pass.

10. Scoring. Target balloon nearest the barrier pole is worth ten (10) points, the next is worth eight (8) points, then 6-4 and 2. Note: See field layout diagram.

10.1. To qualify for bonus points pilots must:

- Represent a combat type military plane of some country and have appropriate military markings.



AMA CLUBS ARE INSURED. IS YOURS?

27. RC PATTERN

1. Applicability. All pertinent AMA regulations (see sections titled Sanctioned Competition, Records, Selection of National Champions, and General) shall be applicable, except as specified below.

2. 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. RC competition shall be based on the excellence of performance by the model's maneuverer compared to similar maneuverers performed by a full size plane. Maneuverers shall be judged according to the AMA Radio Control Judges Guide.

3. 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 a every sanctioned meet.

4. Model Aircraft Requirements.

4.1. Engines(s). Models shall be of the reciprocating internal combustion engine-powered type. Total displacement of the engine(s) shall not exceed 6.00 cubic inch (10 cc). Sixty percent of the actual piston displacement (volume swept by the piston) of four stroke cycle engines shall be taken for determining maximum displacement allowed.

4.1.1. Each engine shall be equipped with a muffler.

4.2. Weight. No model may weigh more than 15 lbs. gross, ready for takeoff.

4.3. Controls. There shall be no radio equipment or aircraft control function limitations in any pattern class. Radio equipment is only limited by F.C.C. regulations.

4.4. Number of Airplanes. 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 in class, and until said plane shall be damaged to the extent that it is unusable. The Contest Director, Contestant may then, upon approval of 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-substitute the first plane later in the same contest.

4.4.1. Substitution of basic components of the two entered aircraft, i.e., wings, fuselage, or tail surfaces, 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.

4.5. The Builder of the Model Rule shall not apply to the pattern events.

4.6. Identification. All models 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. 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.

5. Safety Requirements. Considerations of safety for spectators, contest personnel, and other contestants are of the utmost importance in the event, and the following safety provisions must be observed.

5.1. All models must pass a general safety inspection by the Event Director or his representatives before they are allowed to compete.

5.2. 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.

5.3. Dangerous flying of any sort, or poor sportsmanship of any kind, shall be grounds for disqualification of the contestant involved.

5.4. Pilots shall remain near the judges while flying, and in particular shall stay off the runway and/or landing area during maneuvers which call for flying (or taking off or landing) in line with the center of the runway and/or landing circle.

5.5. All planes entered must have rounded prop spinners, or some sort of safety cover on end of propeller shaft (such as a rounded "bamboo" propeller). Radius of point shall not be less than 1/8 inch.

6. Pattern Event Classes. 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.

6.1. Except as noted in the FAI RC Aerobatics section, all rules for the AMA pattern classes shall apply to the FAI pattern class.

6.2. In Classes C and D there shall be a sub-division into Novice and Expert. The methods of determining and controlling the Novice and Expert classes are explained elsewhere.

6.3. The Contest Director and/or the sponsor of a sanctioned information meet shall accompany all the classes will be flown, and such information meet shall determine the order of placement of the events they have entered. Organizers of a contest may enter either Class C or Class D for the top competition category, or if time and planning permits, both classes may be used.

7. Contestant Classification. 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 skill class in subsequent contests for the remainder of that particular year. However, if a flyer completes a calendar year of competition without even once placing first, second, or third at a 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 flyer who has reached his class by winning three contests in the next lower skill class.

7.1. Contestants shall advance through the classes as follows: After placing first, second, or third in three sanctioned contests, in which he must fly in his chosen class (except in the case where the contestant's skill class is not being flown), 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 to D Novice to Class C or D Expert. There is not time limit for accumulating the three placements required for advancement.

7.1.1. Contestants qualified for Class C Novice or Expert are also qualified for Class D Novice or Expert.

7.2. The Contest Director of each AMA sanctioned RC meet having Class A, B, C/N, C/E, D/N, or D/E 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 F.C.C. licenses. As soon as the first, second, and third place winners in each class are determined, the Contest Director shall fill out the appropriate spaces on the backs of their membership cards, indicating the date and the class won. He will also affix his verifying signature.

8. 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.

9. Official Flight. A flight is considered official if two maneuverers, other than takeoff and landing, have been judged. An attempted maneuver yielding zero points is still considered "judged."

10. Time Limits.

10.1. A Class A contestant is allotted a total of eight (8) minutes.

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

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

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

10.5. In all AMA classes the contestant must have 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.

10.5.1. 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.

10.6. In Class D the contestant must have 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.

10.6.1. 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.

11. Point System.

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

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

12. Determining the Winner.

12.1. 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