

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 3 miles of an airport without notifying 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.
4. I will not knowingly operate my radio control transmitter (with antenna extended) within 5 miles of other RC model flying activity.

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 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 or 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.

Academy of Model Aeronautics

815 Fifteenth Street, N.W., Washington, D.C. 20005

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

75¢

Issued by the
Contest Boards of the
Academy of Model
Aeronautics
under the franchise of
National Aeronautic
Association
and
Federation Aeronautique
Internationale



FIM 1076

Governing
Sporting
Model
Aviation
in America

7

OFFICIAL
MODEL
AIRCRAFT
REGULATIONS

37. 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 mechanics of control. RC 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.

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 at every sanctioned meet.

4. Model Aircraft Requirements.

4.1. Power. Models shall be powered by reciprocating or rotary piston internal combustion engine(s) or electric motor(s). Total displacement of reciprocating engine(s) shall not exceed 1.0 cc; rotary engine(s) shall not exceed 6102 cubic inch (10cc); 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 reciprocating or rotary piston internal combustion 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 unless, and until, said plane shall be damaged to the extent that it cannot be readily repaired. Contestant may then seek approval of the Contest Director, substitute the second plan for the balance of the meet without the first plane being done, the contestant may not re-submit 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 section, 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 wing 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. The "Flight Line" shall be defined as a straight line, minimally long in both directions, in front of which all flying is done, and in back of which, all judges, officials, contestants, and spectators are positioned. If at any time during a flight, including takeoff and landing, the plane goes behind the flight line, the maneuver being executed, or about to be executed (i.e., between maneuvers), shall be scored zero. Two infractions during the same flight shall cause the remainder of the flight to be scored zero.

5.3. Contested flying behind the flight line shall result in disqualification of the contestant by the Contest Director.

5.3.1. 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 on 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 "acorn nut"). Radius of point shall not be less than 1/8 inch.

5.6. Knife-edge wings are not allowed.

6. Pattern Event Classes. The pattern event shall be divided into four classes: Novice; Advanced; Expert, and Master.

6.1. The Expert and Master Classes may use the current AMA Pattern (Expert) or the current FAI Pattern (Master).

6.2. Competitors must also be advised prior to the start of the contest of any planned deviations from standard AMA or FAI patterns pertaining to the events they have entered. Organizers of a contest may use either AMA or FAI patterns for the Expert and Master classes or 11 time and planning permits, both patterns may be used.

6.3. Any reference made to Class A, Class B, Class D/N, or Class D/E shall be construed to mean Novice, Advanced, Expert or Master, respectively.

7. Contestant Classification. At his first pattern contest, a contestant may enter any one pattern class at his own option. (This decision should be made with care, as no one at any time, will be permitted to change to a lower class.) Once committed to a certain class, a contestant will be allowed to move only to a higher skill class. This move will come about in one of two ways: (1) voluntary, (2) mandatory.

7.1. A contestant may promote himself voluntarily to a higher class at any time, however, once the move is made, he may not change back to a lower class.

7.1.1. Exception: A contestant may fly in the next higher class at a contest where his class is not being flown without committing himself to a permanent move to the higher class.

7.2. A contestant will be mandatorily advanced through the classes as follows: Upon placing first, second, or third in a sanctioned contest, he will receive 3 points for first place, 2 points for second place, or 1 point for third place. These points will be multiplied by the number of contestants who actually flew officially in the event and class. The resulting Classification Score goes into the contestant's accumulative record. When the accumulated Classification Score meets or exceeds 100 points, the contestant will automatically be advanced to the next competition class at the end of that calendar year.

7.2.1. A contestant may voluntarily move to the next higher class at the time he accumulates 100 points, but will not be required to do so until the end of the calendar year.

7.2.2. Time required to accumulate 100 Classification Points has no limit. A contestant's point accumulation does not start over again at the beginning of each year, but continues ad infinitum until, if ever, 100 points are accumulated.

Note: A contestant who flies in a higher class under the Exception Rule (7.1.1) above, and who places first, second or third, still acquires Classification Points in accordance with 7.2. above.

Examples

(1) Contestant is one of 8 who flies officially in a given class, and places first. He acquires 3 points times 8 contestants, equating 24 Classification Points.

(2) Contestant is one of 3, and he places second. He acquires 2 points times 3 contestants, equating 6 Classification Points.

(3) Contestant accumulates 95 points in 1974, and thus remains in his declared class into 1975. At the first 1975 contest he picks up 12 points. He may fly the rest of 1975 in his declared class, but will be advanced to the next higher class starting January 1, 1976. (He may move up sooner if he so desires.)

7.3. The Contest Director of each AMA sanctioned RC meet having Novice, Advanced, Expert or Master Class 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 of their Classification Forms, indicating the date and location of the meet, event and class, place won, number of contestants who made official flights in that class, and the resulting Classification Score. He will also affix his verifying signature and AMA CD number.

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 maneuvers, other than takeoff and landing, have been judged. An attempted maneuver yielding zero points is still considered "judged."

10. Time Limits.

10.1. Novice and Advanced contestants are allotted a total of nine (9) minutes.

10.2. Expert and Master contestants are allotted a total of ten

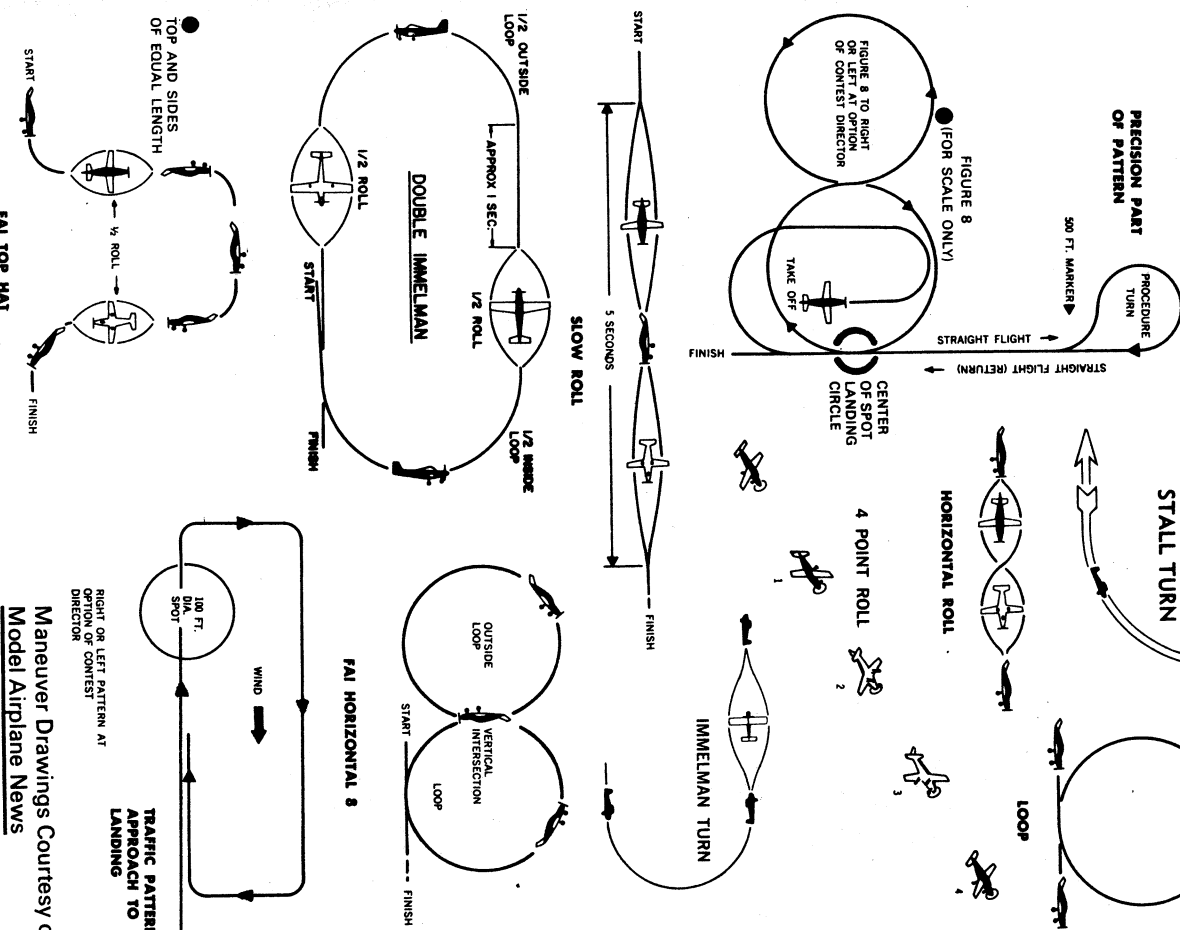
(10) minutes.

10.3. 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 he has been started, he is so informed by the meet immediately clean the area for the next contestant.

10.3.1. No Refuel. Refuels are allowed after the wheels leave the ground, but not before. Refueling is permitted within the first two minutes, but not before the wheels leave the ground.

10.4. In Master 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 clean the area for the next contestant.

AMA RC PATTERN MANEUVERS



10.4.1. 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. Novice, Advanced, and Expert maneuvers shall be judged and scored on a zero to ten basis. Flight score is the sum of the individual maneuver scores.

11.2. Master 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 FAI maneuver descriptions). Flight score is the sum of the extended scores for each maneuver, after the K factor is applied.

Maneuver Drawings Courtesy of Model Airplane News