



Academy of Model Aeronautics

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EXHIBIT A RULES CHANGE PROPOSAL FORM

PROPOSAL NO. _____
(To be inserted by Headquarters)

RECEIVED DATE _____
(To be inserted by Headquarters)

REVISE DATE _____

VERSION NUMBER _____

RULES CHANGE PROPOSAL FORM

Send to AMA Headquarters via email at ruleschanges@modelaircraft.org A copy will be forwarded to the appropriate Contest Board Chairman.

PROPOSAL TYPE (Check One): Basic Cross Indicate Original Proposal Number _____

Urgent/Safety/Emergency Interpretation

General Section Executive Council Outdoor Free Flight Indoor Free Flight CL Speed

CL Racing CL Navy Carrier CL Aerobatics CL Combat CL Special Events RC Aerobatics

RC Scale Aerobatics RC Pylon Racing RC Helicopter RC Soaring Scale Electric

Special Events RC Combat

Brief summary of the proposed change.

To add additional safety features to the aircraft in order to provide a safer environment to the pilot, spectators, fellow competitors and crew.

Exact wording proposed for the rule book. (List paragraph numbers where applicable. Example: Change “quote present rule book wording” to “exact wording required”.

ADD SECTION 6.9 TO THE SECTION 6 SAFETY REQUIREMENTS AS FOLLOWS:

6.9 – Propeller safety - All contestants using radio equipment with a failsafe function shall be able to demonstrate that propeller rotation will either stop or reduce to an idle RPM when the transmitter is powered down while the aircraft receiver system is powered on. Idle RPM for this purpose is defined as an RPM during which the model will remain stationary when already motionless.

ADD SECTION 6.9(A) TO THE SECTION 6 SAFETY REQUIREMENTS AS FOLLOWS:

6.9(a) – Except when airborne, physically restrained or on the runway, all models shall have any batteries which drive the propeller disconnected from the Electronic Speed Controller and/or motor. This disconnected state must result in a break in the wiring and indication of the disconnected state must be visible at all times to observers.

Logic behind proposed change, including alleged shortcomings of the present rules. State intent for future reference.

These changes make the flying field environment safer for contestants, judges, crew and certainly spectators during a contest. Revision 6.9 constitutes a failsafe operational check. The failsafe operational check is simply to confirm that the model is as safe as possible in the event of a signal interruption. The most common instance of this is the pilot turning off his transmitter before the plane is depowered after landing. Revision 6.9(a) recognizes that for electric powered models, while throttle cut features can provide the function of a disarmed state, it is

difficult for others to confirm that the transmitter is in the “throttle cut” position. Furthermore, inadvertent disabling of the throttle cut feature while the throttle stick is in any position other than the minimum position will result in potentially dangerous commanded power to the propeller. The visible indication that the model has a physical break in the connection between the batteries and the ESC/motor makes the disarmed state clear and insures that the motor cannot restart.

New event test data/information (new events only), please provide what testing of this new event has taken place to include number of participants and number of contests.

N/A

Effect, if any, on current AMA records.

N/A

Note: The Contest Board Chairman may, in coordination with the submitter of the proposal, at any time prior to submitting a proposal to the Contest Board for Final Vote, edit proposal wording to increase clarity and to avoid ambiguity provided the proposal intent is not changed.

1. Proposer NSRCA sponsored proposal / Scott McHarg AMA # 7511

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Date of Signature Scott A. McHarg 03.07.12