



# 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](mailto: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.

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

This change makes 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.

**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

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Effect, if any, on current AMA records.

N/A

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**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 03.15.12