

2013-14 Rule Change Proposals

Weight and Size Proposals

RCA 13-1 Revise 4.3: (Weight and Size)

Increase 402,403,404 to 5200 g & remove 401 limit

"4.3: **Weight and Size:** No model may weigh more than 5200 grams gross, excluding fuel, ready for takeoff for all classes except Sportsman and F3A. There is no weight restriction for Sportsman. F3A will follow the FAI Sporting Code with regards to weight limitation. Electric models are weighed with batteries. No model may have a wingspan or total length longer than two (2) meters (78.74 inches).

RCA 13-5 Revise 4.3: (Weight and Size)

Allow 5500 g maximum weight in All AMA classes

"4.3: **Weight and Size:** In classes 401-404, no model may weigh more than 5500 grams gross, excluding fuel, ready for takeoff. Weight measurement of the model is subject to a 1% tolerance to account for any variance between scales used. In class 406, no model may weigh more than the current rule for F3A in the FAI Sporting Code. All models are weighed with batteries including but not limited to batteries that drive the propeller. No model may have a wingspan or total length longer than two (2) meters (78.74 inches). In Sportsman (401), the Contest Director/Event Director may allow any AMA legal, propeller driven, aircraft to be flown.

RCA 13-6 Revise 4.3: (Weight and Size)

Add scoring penalty for models over 5000 g

" If the model exceeds the weight limit, a score penalty of five (5) percent of the raw flight score shall be assessed for those models weighing up to 5250 grams (5300 if no calibration system is available for scales) and of (10) percent for models weighing up to 5500 grams (5550 if no calibration system is available for scales). A model weighing more than 5500 grams (5550 grams if no calibration system is available for the scales) or more is disqualified with any previously scored rounds earning a score of zero.

Reclassification Proposal

RCA 13-2 Revise 8: (Contestant classification)

Replace current reclassification with pilot elective.

"8. **Contestant classification:** Prior to the first contest that a contestant competes in for a given year, the contestant shall establish a minimum class to compete in for that year. This class may be one class lower than his or her minimum class from the previous year or may be any higher class relative to their minimum class from the previous year. The contestant that has not previously flown in a competition may select any class as his or her minimum class. During the contest year, a contestant may fly in any class higher than his or her minimum class without making a commitment to remain in the higher class for the remainder of the contest year. It is recommended that the number of contests flown in a higher class does not exceed the number of contests flown in the minimum class. A contestant may not fly in a class lower than the minimum class selected for the contest year. If any points for any reason are to be awarded to a contestant, the contestant may only accrue points

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in the contestant's minimum class. At any contest, a contestant may only enter in one class (401-406). The class advancement sequence is Sportsman, Intermediate, Advanced, Masters, and FAI.

Telemetry Proposal

RCA 13-4 Revise 4.4: (Equipment Functions)

Add Telemetry Functions

"4.4: Equipment Functions. Authorized radio control equipment functions shall be of two types: (1) the open loop type intended solely for the control of the flight path of the model (i.e. no electronic feedback from the model to the ground), and (2) the telemetry type intended solely to convey safety information to the pilot (e.g. monitoring of battery voltage, motor temperature). Any form of automatic flight control loop that utilizes aircraft flight parameter feedback whether onboard the model or through the transmitter is prohibited. The use of automatic flight control sequencing (preprogramming) or automatic flight control timing devices is prohibited. Telemetry or feedback mechanisms intended for use as safety functions may not be used to create an unfair advantage over other competitors. The final determination of whether or not the use of telemetry information constitutes an unfair advantage is left to the discretion of the CD.

Safety Proposals

RCA 13-7 Add Section 6.9(a) (Safety Requirement)

Electric power disconnect

" 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.

RCA 13-9 Add Section 6.9.1: (Safety Requirement)

Electric power disconnect –Aligns with FAI 5.1.11

"6.9.1 – For electric powered models, the electric power circuit(s) must not be physically connected, before the starting time is begun and must be physically disconnected immediately after landing".

RCA 13-8 Add Section 6.9: (Safety Requirement)

Demonstrate 'Fail-Safe' function

"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.