

2012 FORMULA GX COMBAT RULES (Last Revised 11-23-99)

These rules are a modification to a portion of the AMA combat rules. Except for these modifications, as outlined below, the other sections of the AMA rules remain in effect.

MATCH TIMING AND CONDUCT: Only one stop watch is used (to time the five minute match period). Airtime points are awarded at specific times, during the five minute period, as given below.

SPEED LIMIT: Airplanes can/will be timed (to check speeds) only prior to a “start combat signal” and only after both airplanes are airborne. If either plane is over the speed limit no “start combat” signal will be given. If only one plane is too fast, he can land and try to slow his plane down, but he won’t get any airtime points until he does slow down. A single airplane flying within the speed limit will get airtime points while his opponent is on the ground or going too fast. The speed limit is 3.5 seconds per lap (approximately 73mph). Any airplane/fuel system combo is legal. Engines not to exceed .41 displacement. All aircraft are required to use .018x60 foot flying lines.

AIRTIME SCORING: Airtime points will be given at the following times for airplanes flying at those times. If a plane is launched just prior to an airtime point he will get credit for that airtime point if his speed is within the limit.

Airborne at 1 minute	+100 points
Airborne at 2 minutes, 30 seconds	+100 points
Airborne at 4 minutes	+100 points

CUT SCORING: Streamer and string cuts are scored as follows:

First Cut	+100 points
Second and Third Cuts	+105 points
Any additional cuts	zero points
String cuts:	+100 points if first cut (no points if not first cut)

Cuts which occur during a mid-air are not counted. If a judge clearly sees that a cut occurs, on a separate pass, just prior to a mid-air he will count the cut.

FORFEITURES: If a forfeiture occurs during a match the other pilot receives all his points earned to that point in the match, plus winner of the match points, plus any additional airtime points he can garner following the forfeiture. If the forfeiture occurs prior to the start of the match, the match is not flown and the other pilot receives 520 points (winner of the match points plus airtime points).

SCORING OF MID-AIRS & FLY-AWAYS: The match ends – both pilots get the cut and airtime points accumulated prior to the mid-air or fly-away – no winner of the match points are awarded to either pilot. **Note: a fly-away that is clearly an equipment failure not resulting from contact with the other pilot’s aircraft, control handle or flying lines is scored a flyaway for the offending pilot only. The other pilot gets the winner of the match points and any airtime points he can garner following the fly-away.**

MID-AIR COLLISIONS: Mid-air collisions are defined per AMA combat rules including the AMA definition/guideline for “unsafe to fly”, however, no repairs are allowed following a mid-air so as to make the airplane safe to fly.

MATCH WINNER POINTS: At the end of a match the pilot with the most points will receive 220 bonus points for winning the match. If a match ends in a tie, without a mid-air or fly-away, then the winner of the match points will be shared (110 points apiece).

OVERALL WINNERS: At the end of all the rounds of flying, the overall winners will be determined by the total number of points, not by won/loss record. Any ties will be broken by a fly off.

CONTESTANT MATCHING: All contestants will fly four rounds. Round one will be drawn at random. The following rounds will be determined by matching the flyers with the highest total scores (1-2, 3-4, 5-6 etc). If that results in a rematch, the next highest score will be used. Flyers with lower scores may be asked to fly rematches. In the case of an odd number of contestants the flyer with the lowest score will sit out that round and fly first in the next round. He will be matched against the low score from the previous round. He then will be placed in the draw for the current round.

AMA RULES – UNSAFE TO FLY: An unflyable plane is one which does not have a strong and workable control mechanism and/or does not have a secure engine attachment. A cut or broken line shall be considered unflyable. A half wing shall be allowed if the above conditions are met.

AMA GUIDELINES TO DETERMINE IF A MID-AIR HAS OCCURRED:

1. Was there contact between the aircraft or between one aircraft and the other aircraft’s lines.
2. Did the mid-air contact cause either plane to crash.
3. Did the damage sustained from this mid-air contact or the subsequent crash leave either airplane “unsafe to fly”.

