



Riverside Aeromodelers Society

Intro Pilot Program

The goal of the Academy of Model Aeronautics Intro Pilot Program is to teach you how to fly an R/C airplane safely by yourself. The program provides you with liability insurance while training with the Intro Pilot Instructor at the RAMS (Riverside Aeromodelers Society) field only, for a period of 60 days. You will need to complete your instruction and be able to fly by yourself (solo) within 60 days of first beginning this program. You will be flying with an instructor using a buddy-box system, this enables your instructor to “take back control” of the airplane and return it to wings level flight before giving you control of the aircraft. The buddy-box method prevents crashes and speeds up the learning process. Upon completion of your flight training you will be able to take-off, fly solo and land your aircraft safely. You will also learn how to fly on an AMA club field with other pilots while flying in a pattern and observing the club’s field regulations.

This program is provided free of charge by the Riverside Aeromodelers Society through the AMA Intro Pilot Program. If you wish to thank your instructor beyond a simple “thank you”, please consider making a donation to our club. Club funds purchase and maintain the training aircraft.

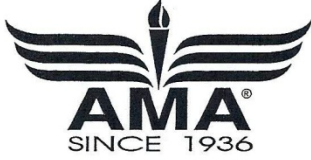
This document includes: Intro Pilot Training checklist & Tracking sheet, Student Pilot Registration form (this form must be turned in before beginning training), AMA Safety Code (please read this as you will need to follow these rules while flying at the RAMS airfield), Common R/C aircraft parts and controls sheet, AMA membership form and the RAMS membership form.

If you are serious about getting into the R/C flying hobby, we recommend:

1. Joining the [Academy of Model Aeronautics \(AMA\)](#). Membership will provide you with liability insurance as long as you are flying in a safe location while observing the AMA Safety Code included in this document. You will also receive Model Aviation Magazine and be able to fly at AMA events and clubs with appropriate membership level.
2. Joining a local flying club such as the [RAMS \(Riverside Aeromodelers Society\)](#). A local flying club will provide a safe place to fly, the fellowship of other pilots and expertise and advice in flying larger and more complex aircraft.
3. Purchase a good high wing trainer such as the [E-flite Apprentice S 15e](#). This kit includes everything you will need to fly, and will still be fun to fly once you become an accomplished pilot.
4. Purchase a flight simulator. A flight simulator will allow you to practice what we teach you and stay in practice when the weather does not permit you to fly. You can make all of your mistakes on the simulator and then just hit “reset” and try again. We recommend [Real Flight](#) or [Phoenix](#). [Real Flight](#) is available locally at [King R/C](#) and [Phoenix](#) is available locally at [Anderson R/C](#).

If you are ready to commit the time and effort into learning to fly, we look forward to training you to become a confident, safe and accomplished pilot. Please email our instructor and let’s get flying!

AMA Form #2, Introductory Pilot Program Student Registration Form



Introductory Pilot Program Student Pilot Registration Form Form #2 For Intro Pilot Use

Intro Pilot Name _____ *AMA #* _____

Club Name _____ *Club #* _____

Trainee's Name _____ *Date of Birth* _____

Address _____

City, State, Zip _____ *Date Form Sent to AMA HQ* ____/____/20____

(Note: Must be within 48 hours of the first session.)

Date of First Session ____/____/20____

Date of Termination (Note: 60 days from first session.) ____/____/20____

Please read and sign this declaration. Registration forms without signatures will be returned.

Note: This waiver means that if I am involved in any claim or suit I will not sue the AMA, Inc. I understand that this waiver does not affect my liability insurance coverage.

"I agree to comply with the AMA Safety Code for all applicable model operations. I understand that my failure to comply with the Safety Code may endanger my liability coverage for any damages or claims so caused. I further understand that written notice of the occurrence of any incident must be immediately provided.

"I am aware that modeling may present hazards to participants and spectators. I exempt, waive, and relieve the Academy of Model Aeronautics, Incorporated (AMA) from all current or future liability for personal injury, property damage, or wrongful death caused by negligence."

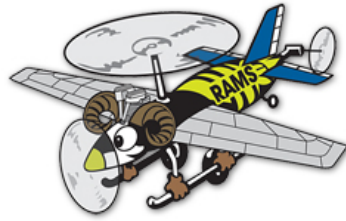
Signature of Applicant _____ Parent or Guardian of Applicant under age 18 must also sign _____

Send this form via US Mail to AMA, 5161 E. Memorial Dr., Muncie IN 47302 as soon as possible.

Student Email Address: _____

Student Telephone Number: _____

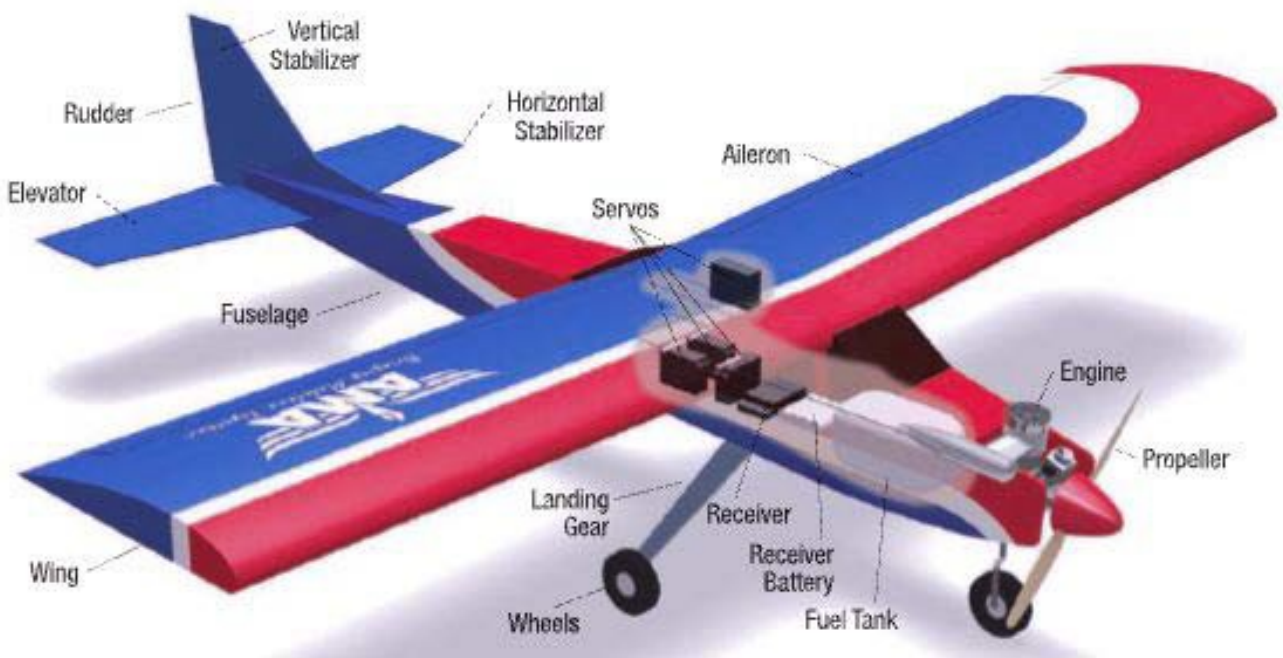
YES NO I wish to be contacted by email about upcoming Spirits' Events and Activities.
(please circle one)



Riverside Aeromodelers Society

Intro Pilot Program

Airplane Terminology and Transmitter Controls



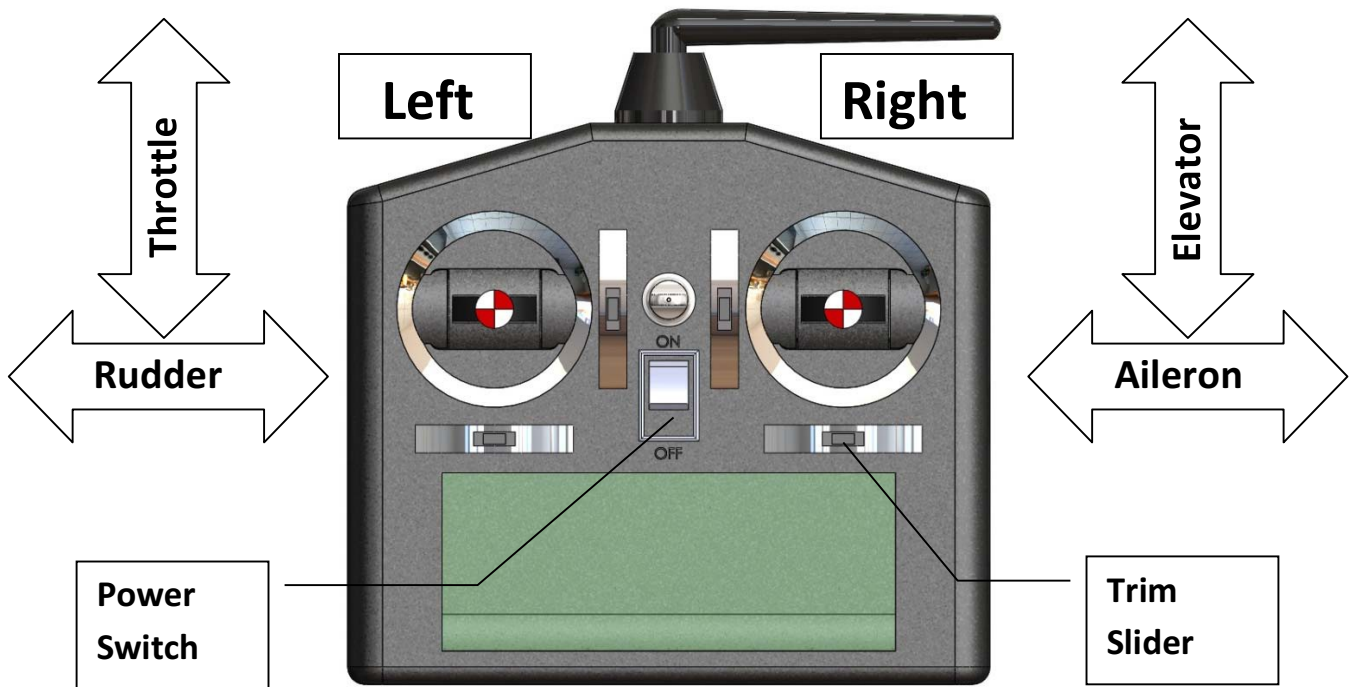
Basic Transmitter Operation

- Never drop the transmitter
- Never lay the transmitter down on the control sticks
- Never unplug the buddy box cable
- Never turn the slave transmitter on

Stick Movements

- Right Stick, left and right movement = Aileron control - roll axis, left and right turns
- Right Stick, push and pull movement = Elevator – pitch axis climb and descend
- Left Stick, left and right movement = Rudder - yaw axis, ground steering and left and right turns
- Left Stick, push and pull movement = Throttle - propeller/engine speed
- Trim Sliders, the student shall not adjust the trim sliders during the Intro Flight If the aircraft trim requires adjustment, the instructor shall make all adjustments.
- Other Switches; the student shall not cycle or operate any other switches or levers on the transmitter during the Flight.

Instructor Commands



Commands that shall be reviewed and practiced by the student prior to proceeding to the flight line are:

Push, to move the right stick toward the top of the transmitter. This movement causes the elevator to deflect downward, thereby pushing the tail of the aircraft up. This stick movement will put the nose of the aircraft into a dive.

Pull, to move the right stick toward the bottom of the transmitter. This movement causes the elevator to deflect upward, thereby pushing the tail of the aircraft down. This stick movement will put the nose of the aircraft into a climb, or as part of the turn.

Right, to move the right stick toward the right side of the transmitter. This movement causes the right aileron to deflect upward and the left aileron to deflect downward, thereby pushing the right wing down and pushing the left wing up. This stick movement will cause the aircraft to enter into a right bank. A banking movement is the first step of turning an aircraft.

Left, to move the right stick toward the left side of the transmitter. This movement causes the left aileron to deflect upward and the right aileron to deflect downward, thereby pushing the left wing down and pushing the right wing up. This stick movement will cause the aircraft to enter into a left bank. A banking movement is the first step of turning an aircraft.

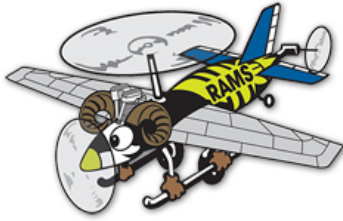
Increase Throttle, to move the left stick toward the top of the transmitter. This movement causes more fuel and air, or electrical power, to go to the aircraft engine, increasing propeller speed. This increase in speed will usually cause the aircraft to climb.

Reduce Throttle, to move the left stick toward the bottom of the transmitter. This movement causes less fuel and air, or electrical power, to go to the aircraft engine, decreasing propeller speed. This decrease in speed will cause the aircraft to descend.

Neutral Position, to release both sticks and allow them to return to their spring-loaded center position on the transmitter. Telling the student to do this is a lot like pressing the reset button on the video game.

It allows them to start again from a known position for you and them.

Bump, the act of tapping the right stick left or right and allowing it to immediately return to the neutral position. The bump command shall include the direction of the bump. For example, bump right or bump left. This stick movement imparts a momentary aileron input that allows for minor course corrections. The bump is always a small movement and you always allow the stick to return to the neutral position. If additional course correction is required, bump again. By using the bump method, it reduces the tendency of the student to swerve back and forth across their intended course. Although typically used for aileron control, it can be used for elevator control as well.



Riverside Aeromodelers Society

Intro Pilot Program Training Checklist

Pilot Name: _____

Flight training using the [E-flite Apprentice S 15e](#)

Red = first flights, Blue = third day and beyond training, Green = when student can comfortably fly the plane with limited instructor intervention completing red and blue tasks.

1. **Preflight:**

- Preflight check of aircraft and explanation of what is being checked and why Date: _____
- Proper insertion and hook-up of battery
- Demonstrate proper start-up sequence (aircraft and transmitter) arming AS3X
- Range check
- Demonstrate proper handling of aircraft when powered up

2. **At the flight line:**

- Pick a flight station and go to it Date: _____
- If others are flying: determine the pattern and prepare to enter the pattern
- Determine proper take-off time, if other pilots are flying
- Announce in a loud voice: "taking off"

3. **Take-Off**

- Taxi aircraft onto runway to predetermined heading Date: _____
- Perform take-off while maintaining heading
- Perform a smooth rotation once up to speed
- Perform a controlled climb to level flight at predetermined altitude

4. **Rectangular pattern at altitude**

- Maintain constant altitude around the entire pattern while avoiding other aircraft Date: _____
- Avoid other aircraft by maintaining a safe distance, discuss with instructor how you plan on avoiding others and then execute your plan
- **Fly in mode 1 – beginner** Date: _____
- * **Fly in mode 2 – intermediate – minimal autocorrect from aircraft** Date: _____
- **Fly in mode 3 – advanced – no autocorrecting from aircraft** Date: _____

5. **Climbing and descending turns (while flying the pattern)**
 - Perform a climbing turn while maintaining smooth control, controlling speed and adjusting for drift Date: _____
 - Perform a descending turn while maintaining smooth control, controlling speed and adjusting for drift Date: _____

6. **Perform a horizontal figure 8 (this will need to be done while others are not flying)**
 - Maintain near constant altitude, compensate for drift and maintain circles Date: _____

7. **Stall recovery (at altitude) (in flight mode 3 so that aircraft does not self-correct)**
 - Perform a power on stall recovery at a safe altitude Date: _____
 - Perform a power off stall recovery at a safe altitude

8. **Perform steep turns with a bank angle of 45 degrees or more (minimum of three) while maintaining altitude through the turn** Date: _____

9. **Loops – perform three consecutive loops while maintaining heading and maintaining near symmetrical circles (in flight mode 3 so that aircraft does not self-correct)** Date: _____

10. **Rolls (in flight mode 3 so that aircraft does not self-correct)**
 - Perform a roll to the left through inverted flight back to wings level Date: _____
 - Perform a roll to the right through inverted flight back to wings level

11. **Missed approaches (these will happen to you while flying) when others are not flying**
 - Perform 3 missed approaches while maintaining heading at low speed and transitioning back into a safe flight speed Date: _____

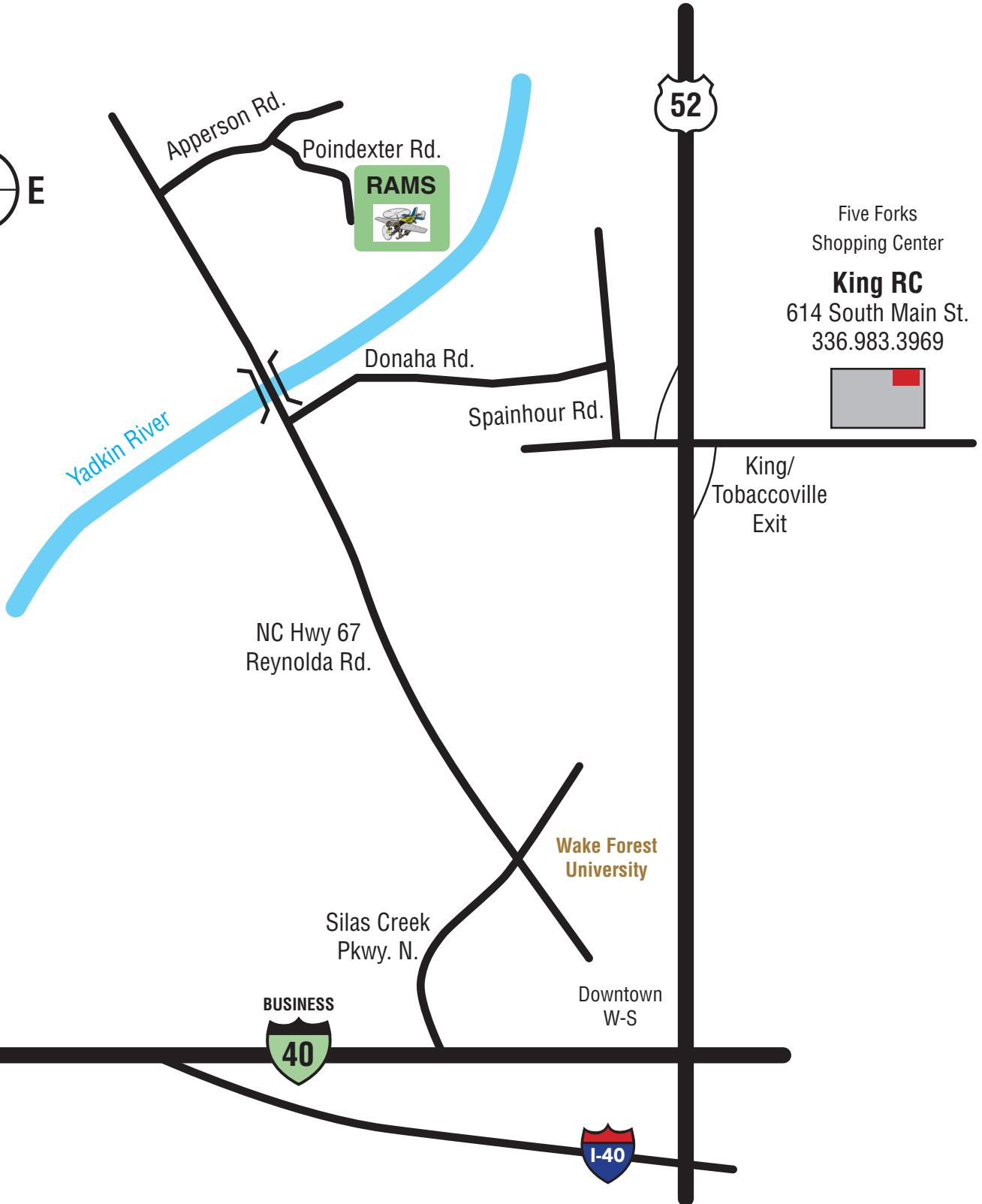
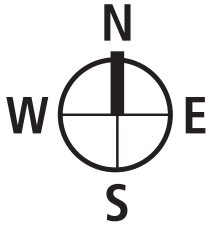
12. **Touch & Goes (2 each in a left and right hand pattern) when others are not flying**
 - Touching in a predetermined 50 foot, landing zone Date: _____
 - Transition smoothly to take-off

13. **6 Full Stop Landings**
 - Announce “landing” if other pilots are flying and time appropriately to avoid others Date: _____
 - Maintain airspeed and control
 - Maintain heading
 - Landing within a predetermined 50 foot landing zone
 - Maintain heading during roll out & taxi off the field
 - Determine proper time to retrieve aircraft and announce “on the field”
 - Quickly recover aircraft and announce “off the field”

14. **Unplanned Simulated Dead Stick Landing**
 - Announce “dead stick landing” Date: _____
 - When called for by instructor, cut throttle to zero for simulated engine failure
 - Determine best viable option to get the aircraft back to the runway
 - Maintain airspeed control back to runway and line up for landing
 - Perform a smooth touch down on runway
 - Maintain heading down center of runway throughout the roll out to full stop

RIVERSIDE AERO MODELERS SOCIETY

East Bend, NC



Riverside Aero Modelers Society

RAMS Field Regulations

March 2016

- a. Common courtesy shall be observed while visiting the field.
- b. The RAMS club is a family oriented club. Profanity is discouraged. Please use common sense to not offend visitors and pilots.
- c. All pets shall be under control at all times. If in the event a pet is loose and causes an incident at the field, the owner of the pet shall bear all responsibility for the incident that may have occurred.
- d. All members shall be considerate of trash. If you create trash at the field, you must take it with you. Let's keep our field clean at all times. Leave No Trash Behind.
- e. Traffic on the gravel road to the field must not exceed **10 MPH**.
- f. Have fun.
- g. If you are the last member to leave the field, please be sure to lock up the gate. If you are the last one to leave and there are other spectators / visitors present, it is also your duty to make sure they leave with you so the gate can get locked up. If you are on your way out and there is another vehicle down behind the gate, but you cannot find the occupants or owner, (short of calling out to the port-a-potty), **LOCK THE GATE**. Be mindful and observant if you are the last one to leave the field.
- h. The Field and Safety Regulations will be reviewed at the regular club meeting each May. This review will be conducted by one or more of the club Safety Officers.
- i. Pilots shall observe "No Fly Zones". Flying behind the flight line or above the tree line past the southernmost boundary of the flying site is prohibited. The boundary is defined by the east pointing leg of the tree line at the south end of the field.
- j. All aircraft shall comply with "Noise Level Guidelines". Aircraft will have a maximum noise level on the ground of 105 Db (decibels) and 90 Db in the air. The ground testing procedure will comply with AMA Competition Regulations, Sound Addendum guidelines. The "in the air" test will be measured from the pit area to an aircraft making a high speed pass down the center of the runway at a height of 25 feet or less. Pilots are responsible for compliance. A pilot can be challenged to test their aircraft. If an aircraft does not comply with Article IX, item "h", the aircraft cannot be flown at the RAMS flying site.
- k. All "Take-Offs" and "Landings" must be between the pilot's line and the Yadkin River.
- l. This is an AMA sanctioned club. All members and pilot guest shall have at all times a current AMA card or certificate. No exceptions.
- m. All pilots with designated frequency transmitters shall place their AMA card in the clip (located on the transmitter board) associated with their transmitter frequency before turning on their transmitter. Pilots with Spectrum Radios are not required to post their frequency and may turn on their transmitter as they wish.
- n. AMA safety code is posted and will be observed at all times.
- o. Safety Officers shall be treated with respect. All members will abide by their safety recommendations at all times.

- p. We will be working on a two verbal warning method per same incident. The third warning will require a meeting with the board members for possible disciplinary action.
- q. The RAMS club has provided assembly tables for all of our members to share, please be conservative on the amount of support gear that you may need to fly. A single member taking up two tables will not be tolerated.
- r. The Rams club has provided start up stands for all members to share. Please do not leave your aircraft on the stand when not in flight. Start up gear can be left on the ground next to the stand. Please be considerate toward the other members who wish to use the stands.
- s. There will be NO starting up glow engines or electric motor propelled aircrafts in the shelter area with the exception of glow helicopters in the south (right side facing the runway) shelter,
- t. All powered aircrafts shall be launched at the pilot line. More than one foot short of the pilot line will not be tolerated.
- u. Aircraft can be taxied to the pilot line. Using caution once at the pilot line all pilots shall yell out "Taking Off" so that other pilots can give you a clear take off. Appropriate barriers will be provided to protect pilots from the pit and flight line side.
- v. When landing the aircraft please yell out "Coming In or Landing" so that other pilots can give you a clear landing. If you experience a dead stick please yell out "Dead Stick" so again other pilots can give you a clear landing. Once your aircraft has landed in the landing area you must yell out "On the Runway" and very quickly recover your craft and get out of the way.
- w. In short terms the runway must be kept clear of personnel at all times. It is your responsibility to make sure that other pilots know what your intentions are at all times with your aircraft.
- x. Once you have landed your aircraft with the engine running you must shut the engine down at the pilot line no exceptions.
- y. In the event of an aircraft crash in the runway area where planes are in the air, you need to wait until all aircraft are on the ground before you attempt to recover the crashed aircraft. Exception: if the crashed aircraft is not in many pieces then get help, yell out "On the Runway" and recover the craft quickly.
- z. Three planes or more in the air at the same time shall fly in the same direction pattern. From the pilot line you are facing East, South is to your right and north is to your left if the wind is coming from the south than you would fly in a counter clockwise flight pattern. If the wind is coming from the north then you will fly in a clockwise pattern. Use common sense if you take off into the wind then you will land into the wind; that would establish the pattern.
- aa. All club members shall enforce the AMA Safety Code and RAMS Field Regulations: This is our flying field. It is for all of us to have fun and to have a great place to fly our aircraft. These Field Regulations have been established so that we all can enjoy our time at the flying field in a safe manner. It is up to all of us to help each other maintain a good and safe atmosphere. If you see someone that is not being safe or not following the rules and a safety officer is not present, you as a club member should explain to the non-compliant pilot what he is doing wrong or point the pilot to the posted safety rules.
- bb. There shall be NO FLYING while field maintenance is being conducted (Mowing, Weed cutting, etc.)
- cc. Communication on the pilot line is required. Such communication might include "Taking Off", "Landing from the left", Making a low pass from the left", etc. or any other communication necessary for safe flying.
- dd. Pilots must fly at designated flight stations marked on the pilot line.

- ee. Pilots flying at designated flight stations must fly a “Standard Pattern”. A “Standard Pattern” is defined as flying a general oval pattern dictated by prevailing wind or pilot consensus. The pattern may include all defined, undefined, 3-D and newly discovered aerial maneuvers provided they can be executed safely and will clear the runway in time for the next aircraft in the pattern to make a low pass down the runway.

- ff. If you are not flying a “Standard Pattern”, move to the right end of the field out of respect for other pilots so your non-standard flying pattern can be tolerated without general disruption to other pilots flying a “Standard Pattern”.

- gg. All third party property must be respected. The club leases the runway area and adjacent grassed area only. We have no rights to be in any areas such as the crop area or woods surrounding the field. In particular, no member shall ever damage any standing trees, alive or dead at the field or on any adjacent property. Such action would likely be cause of for our lease cancellation and the end of the club. Any club member found to have damaged a tree is subject to immediate expulsion from the club by the Board. If a member loses an aircraft in a tree or off the club property that member must work with the board to find a solution to retrieving the aircraft. There will be no exceptions to this rule.

SAFETY IS NOT SOMETHING THAT HAPPENS. SAFETY IS SOMETHING THAT IS PRACTICED.



**Riverside Aero Modelers Society
PO Box 591
King, NC 27021**

RAMS 2015 MEMBERSHIP APPLICATION FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

DATE OF BIRTH _____ AMA# _____

HOME PHONE _____ ATL/WORK/CELL PHONE _____

E-MAIL ADDRESS _____

TYPE OF MEMBERSHIP

NEW RENEWAL

FULL - \$100.00* SENIOR - \$75.00* FAMILY - \$170.00**

STUDENT - \$75.00*

* \$10.00 Discount if Paid By February 3, 2015. ** \$20.00 Discount if Paid By February 3, 2015.

• All New Memberships Beginning September -- ½ Price.

FAMILY MEMBER Name of Paid Family Member _____

Relationship to Full Member _____

Note: There must be a separate membership application, sticker and AMA # for each family member.

- I certify that I hold a valid 2015 Membership in the Academy of Model Aeronautics (AMA).
- I will abide by and enforce the RAMS By-Laws and Field Regulations and AMA Safety code when present at the RAMS flying field.
- I will not possess or drink alcoholic beverages or be under the influence at the RAMS flying field.
- I will use the frequency board at all times when using a 72MHz transmitter. I will place my AMA card in the appropriate frequency holder and will not turn my transmitter "on" unless I have possession of the frequency pin.
- I will abide by the RAMS gate locking policy.
- I have read, understand and will abide by the RAMS club bylaws.

Signed _____ Date _____ RAMS# _____ RAMS Treasurer to Assign

Note: Application can be mailed to RAMS, Dropped off at King RC, or given to a Club Officer



Enrollment form for Membership

Questions?
For help completing this form, contact AMA at (800) 435-9262.
www.modelaircraft.org

Return completed form to
Academy of Model Aeronautics
5161 E. Memorial Dr.
Muncie IN 47302
Or fax your form to: (765) 741-0057.

1. Contact Information (Only one individual per form.)

<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms.	First Name & Initial	Last Name	
Mailing Address (number and street)			Apt.#
City	State	Zip Code	Phone
Date of Birth:	Email:	<input type="checkbox"/> New Member <input type="checkbox"/> Renewal	AMA # (Renewals only - leave blank if unknown)
Recruiter Information: If you were recruited to join AMA by a member, AMA club, or hobby shop, please indicate only one and list the name and AMA number (if known).		Recruiter Name:	Recruiter AMA #
Primary area of interest (choose only one): <input type="checkbox"/> Radio Control <input type="checkbox"/> Control Line <input type="checkbox"/> Free Flight <input type="checkbox"/> Rocketry <input type="checkbox"/> Multirotor			

2. Membership Category

Choose only one of Adult, Park Pilot, Youth, or Affiliate memberships.
All membership categories receive membership, liability and accident/medical insurance, and competitive privileges unless noted.

		One-Year Memberships	Two-Year Memberships		
ADULT MEMBERSHIPS	Adult (New & Renewing)	<ul style="list-style-type: none"> For adults 19 or over as of July 1, 2016. Includes subscription to <i>Model Aviation</i> magazine. 	<input type="checkbox"/> Choose Adult \$75.00	<input type="checkbox"/> Choose Adult \$140.00	Membership option amt:
	Senior (New & Renewing)	<ul style="list-style-type: none"> For adults 65 or over as of July 1, 2016. Includes subscription to <i>Model Aviation</i> magazine. 	<input type="checkbox"/> Choose Senior \$65.00	<input type="checkbox"/> Choose Senior \$120.00	
	Extra Family	<ul style="list-style-type: none"> For any adult who resides in the same household as a current Adult Member. Does not include a subscription to <i>Model Aviation</i> magazine. 	<input type="checkbox"/> Choose Extra Family \$38.00	<input type="checkbox"/> Choose Extra Family \$70.00	
	<i>Included Magazine Options</i>	Adult and Senior memberships include a subscription to <i>Model Aviation</i> magazine.	Choose magazine delivery method <input type="checkbox"/> Print <input type="checkbox"/> Digital <input type="checkbox"/> Both (\$9.95) <input type="checkbox"/> Print <input type="checkbox"/> Digital <input type="checkbox"/> Both (\$19.90) You may choose to receive your print magazine in a protective plastic wrap. <input type="checkbox"/> Protective wrap (\$4.00) <input type="checkbox"/> Protective wrap (\$8.00)		Magazine amt:
	<i>Extras</i>	You may add a subscription to <i>Park Pilot</i> magazine, a quarterly publication covering small-field and indoor electric aircraft. <input type="checkbox"/> Print (1-Year) \$9.95 <input type="checkbox"/> Add Free Digital Edition (Print subscription required) <input type="checkbox"/> Print (2-Year) 19.90	You may choose to receive your print magazine in a protective plastic wrap. <input type="checkbox"/> Protective wrap (1 Year) \$2.00 <input type="checkbox"/> Protective wrap (2 Year) \$4.00	You may subscribe to one or two years of <i>Park Pilot</i> magazine regardless of the length of your Adult membership. Total:	Extras amt:
STOP Adult membership enrollment complete. Go to section #3.		////////////////////			
PARK PILOT	Park Pilot (New & Renewing)	<ul style="list-style-type: none"> For adults 19 or over as of July 1, 2016. Includes subscription to <i>Park Pilot</i> magazine. 	<input type="checkbox"/> Choose Park Pilot \$38.00	<input type="checkbox"/> Choose Park Pilot \$70.00	Membership option amt:
		Park Pilot membership is for aircraft 2 pounds or less that fly below 60 mph and does not include voting rights or competitive privileges. Park Pilot membership insurance benefits are limited to \$500,000 of liability coverage.	<input type="checkbox"/> Free Digital Edition Receive the digital edition of <i>Park Pilot</i> magazine as well as the print edition.		
	<i>Extras</i>	You may add a subscription to <i>Model Aviation</i> magazine. <i>Model Aviation</i> is the monthly flagship publication of the AMA and offers our most extensive coverage of the hobby. <input type="checkbox"/> Print (1-Year) \$36.00 <input type="checkbox"/> Digital (1-Year) \$36.00 <input type="checkbox"/> Both (1-Year) \$45.95 <input type="checkbox"/> Print (2-Year) \$72.00 <input type="checkbox"/> Digital (2-Year) \$72.00 <input type="checkbox"/> Both (2-Year) \$91.90	You may choose to receive your print magazine in a protective plastic wrap. <input type="checkbox"/> Protective wrap (1 Year) \$4.00 <input type="checkbox"/> Protective wrap (2 Year) \$8.00	You may subscribe to one or two years of <i>Model Aviation</i> magazine regardless of the length of your Park Pilot membership. Total:	Magazine amt: Extras amt:
	STOP Park Pilot membership enrollment complete. Go to section #3.		////////////////////		
YOUTH	Free Youth	For children and young adults under 19 as of July 1, 2016.	<input type="checkbox"/> Choose Free Youth (FREE)		Extras amt:
	<i>Extras</i>	Youth extras: Enjoy the entire hobby with <i>Model Aviation</i> magazine. <input type="checkbox"/> Print (\$15.00) <input type="checkbox"/> Digital (\$15.00) <input type="checkbox"/> Print & Digital (\$19.95) Receive your magazine in a protective cover wrap. <input type="checkbox"/> \$4.00	Youth extras: Learn about park flying with <i>Park Pilot</i> magazine. <input type="checkbox"/> Print (\$9.95) <input type="checkbox"/> Add Free Digital Edition (Print subscription required) Receive your magazine in a protective cover wrap. <input type="checkbox"/> \$2.00		Total:
STOP Free Youth membership enrollment complete. Go to section #3.		////////////////////			
AFLITE	Affiliate	<ul style="list-style-type: none"> (For non-U.S. permanent residents) Insurance and competitive privileges only while flying in the USA. 	<input type="checkbox"/> Choose Affiliate \$36.00	<input type="checkbox"/> Choose Affiliate \$68.00	Membership option amt:
	<i>Extras</i>	You may subscribe to one or two years of the digital edition of <i>Model Aviation</i> magazine regardless of the length of your Affiliate membership.	<input type="checkbox"/> Digital (1-Year) \$36.00	<input type="checkbox"/> Digital (2-Year) \$72.00	Total:
STOP Affiliate membership enrollment complete. Go to section #3.		////////////////////			

3. Support the AMA Foundation

Scholarship Fund <input type="checkbox"/> \$25 <input type="checkbox"/> \$50 <input type="checkbox"/> \$100 <input type="checkbox"/> Other: \$ _____	AMA Site Development <input type="checkbox"/> \$25 <input type="checkbox"/> \$50 <input type="checkbox"/> \$100 <input type="checkbox"/> Other: \$ _____	Club Support <input type="checkbox"/> \$25 <input type="checkbox"/> \$50 <input type="checkbox"/> \$100 <input type="checkbox"/> Other: \$ _____	General Fund <input type="checkbox"/> \$25 <input type="checkbox"/> \$50 <input type="checkbox"/> \$100 <input type="checkbox"/> Other: \$ _____	Museum Patron Program <input type="checkbox"/> \$25/Patron <input type="checkbox"/> \$100/Supporting <input type="checkbox"/> \$1,000 / Life	Donation Total:
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4. Payment Check Visa Mastercard Discover Card No. _____ - _____ - _____ Exp: ____/____

All membership benefits begin on the day a properly completed form and correct dues payment is received at AMA Headquarters. If a magazine is included with the membership, it begins with the first issue available for the year after a correct current form and payment are received. Membership rates and insurance limits are those in effect at the time of printing. Actual cost of dues and amount of insurance coverage are subject to change. Any such changes will be noted at the time of membership processing so they may be accepted or not.

If I am involved in any claim or suit I will not sue the AMA, Inc. I understand that this does not affect my liability insurance coverage. **"I agree to comply with the AMA Safety Code."**

Signature : _____

Enrollment Total:
\$ _____
Application Source: I

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

- A. **GENERAL:** A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.
1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
 2. Model aircraft pilots will:
 - (a) Yield the right of way to all human-carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-A.)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document. (AMA Document #718.)
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)
 3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.
 4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- B. **RADIO CONTROL (RC)**
1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
 2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
 3. At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
 4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
 5. RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
 6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
 7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
 8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
 9. The pilot of an RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.
- C. **FREE FLIGHT**
1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
 2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
 3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
- D. **CONTROL LINE**
1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
 2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
 3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
 4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
 5. The flying area must be clear of all nonessential participants and spectators before the engine is started.