

# ACADEMY OF MODEL AERONAUTICS

## *For AMA Members...*

Academy of Model Aeronautics  
5161 E. Memorial Dr.  
Muncie IN 47302

*Concerning operation and background of the organization, with details of services available.*

Tel.: (765) 287-1256

Fax: (765) 289-4248

Web address: [www.modelaircraft.org](http://www.modelaircraft.org)

Membership Tel.: (800) I-FLY-AMA;  
(800) 435-9262; Fax: (765) 741-0057

National Model Aviation Museum:  
Tel.: (765) 287-1256, ext. 508

*Model Aviation* Subscriptions:  
Tel.: (800) 435-9262



Education: [www.modelaircraft.org/education.aspx](http://www.modelaircraft.org/education.aspx)  
National Model Aviation Museum: [www.modelaircraft.org/museum.aspx](http://www.modelaircraft.org/museum.aspx)  
Museum Store: [www.modelaircraft.org/shopama.aspx](http://www.modelaircraft.org/shopama.aspx)  
Sport Aviator: [www.masportaviator.com](http://www.masportaviator.com)  
Park Pilot Program: [www.modelaircraft.org/parkflyer.aspx](http://www.modelaircraft.org/parkflyer.aspx)

## **MEMBERSHIP MANUAL**

### **2008**

## 2008 INSURANCE SUMMARY – THE FACTS ABOUT AMA’S INSURANCE

### For Individual Members

All incidents need to be reported to AMA immediately!

#### Commercial General Liability Coverage (Effective March 31, 2008)

- AMA Liability Protection applies to bodily injury or property damage caused by an AMA member. Any AMA member who causes an accident resulting in an injury must report that accident immediately to AMA HQ.
- Applies to accidents arising from the operation of model aircraft, rockets, cars and boats, in accordance with the AMA National Safety Code(s).
- The per occurrence limit of coverage available by this policy is \$2,500,000 involving bodily injury and/or property damage. These limits are for claims occurring during the policy period. Coverage is provided only for accidents arising from the model activities.
- Failure to comply with the AMA Safety Code may endanger insurance coverage.
- A separate policy covers participation in FAI events outside of the United States and Canada. This policy has a \$1,000,000 limit.
- There is no coverage for injury to a member to his own family (household and relative(s) living in the member’s household) for claims or suits.
- The policy does NOT cover business pursuits; that is any activity that generates income for a member beyond reimbursement of expenses, except this business pursuit exclusion does not apply to individual members providing modeling instructions for pay to AMA members.
- AMA insurance is “excess” to any other applicable coverage, such as homeowner’s.
- Has a \$250 deductible (property damage only), which is the responsibility of the AMA member causing the accident.

#### Accident/Medical Coverage (Effective January 1, 2008)

The Accident/Medical Coverage applies to injuries while engaged in model operations regardless of who causes the accident. It reimburses an AMA member in accordance with policy terms and conditions for

only medical expenses (also the beneficiary for loss of life) incurred within 52 weeks of the accident. The Accident/Medical Coverage works as follows:

- Provides up to \$25,000 for medical expenses and \$10,000 for dismemberment or death.
- Insures AMA member directly—does not require claim action by another person.
- Pays for eligible expenses upon submission of bills or other documents certifying cost of treatment and that injury was caused by model operations.
- Reimburses medical expenses only after submission to any other health plan, including Medicare.
- Has a \$750 deductible.

#### Fire, Vandalism, and Theft Coverage (Effective January 1, 2008)

- Provides up to \$1,000 for loss of aircraft models and accessories, including RC equipment. All theft loss claims must be accompanied by a police report. NOTE: Theft has to occur from a locked vehicle or residential dwelling. There must be physical evidence of violent forcible entry.
- Has a \$100 deductible.
- Is “excess” to any other applicable coverage, such as homeowner’s.

Please call (765) 287-1256 (Monday-Friday, 8 a.m.-5 p.m. EST) for claim forms and filing procedures.

To report an incident involving serious injuries after hours or on weekends please call (765) 749-9210 or (765) 212-0793.

This information is merely a brief summary. Complete details of coverage, reporting periods, and exceptions are contained in master policies on file at AMA HQ, available for \$5 per policy for handling and postage. The policies are also available at [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx), documents 500-L, 500-LA, 500-M, and 500-N.

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**2008 Official  
Academy of Model Aeronautics  
National Model Aircraft Safety Code  
Effective January 1, 2006**

**GENERAL**

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, **or any device**, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they 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 Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction.
12. 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.

**RADIO CONTROL**

1. **All model flying shall be conducted in a manner to avoid over flight of unprotected people.**
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a **safety line or lines** must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the **safety** line. In the case of airshows **or** demonstrations a straight **safety** line must be established. An area away from the **safety** line must be maintained for spectators. Intentional flying behind the **safety** line is prohibited.
5. I will operate my model aircraft using only 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.
6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
7. With the exception of events flown under official AMA *Competition Regulations* rules, **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.
8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.
10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected location which is beyond the visual range of the pilot.

**FREE FLIGHT**

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

**CONTROL LINE**

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current *Competition Regulations* for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

**SPECIALIZED SUPPLEMENTAL SAFETY CODES, STANDARDS, AND REGULATIONS**

RADIO CONTROL COMBAT (AMA Document 525 or link with [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx))

GENERAL RADIO CONTROL RACING (AMA Document 530 or link with [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx))

GIANT SCALE RADIO CONTROL RACING (AMA Document 515-A or link with [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx))

GAS TURBINE OPERATION (Note: Special waiver required) (AMA Document 510-A or link with [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx))

These special codes and appropriate documents may be obtained either from the AMA Web site or by contacting AMA Headquarters.

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**PARK FLYER SAFE OPERATING RECOMMENDATIONS**

- Inspect your model before every flight to make certain it is airworthy.
- Be aware of any other radio frequency user who may present an interference problem.
- Always be courteous and respectful of other users of your selected flight area.
- Choose an area clear of obstacles and large enough to safely accommodate your flying activity.
- Make certain this area is clear of friends and spectators prior to launching your aircraft.
- Be aware of other activities in the vicinity of your flight path that could cause potential conflict.
- Carefully plan your flight path prior to launch.
- Abide by all established Academy of Model Aeronautics National Model Aircraft Safety Code.

# What is AMA?

- AMA is the Academy of Model Aeronautics.
- AMA is the world's largest sport aviation organization, representing a membership of more than 150,000 people from every walk of life, income level, and age group.
- AMA is a self-supporting, non-profit organization whose purpose is to promote development of model aviation as a recognized sport and worthwhile recreational activity.
- AMA is an organization open to anyone interested in model aviation.
- AMA is the official national body for model aviation in the United States. AMA sanctions more than 1,000 model competitions throughout the country each year, and certifies official model flying records on a national and international level.
- AMA is the organizer of the annual National Aeromodeling Championships, the world's largest model airplane competition.
- AMA is the chartering organization for more than 2,400 model airplane clubs across the country. AMA offers its chartered clubs official contest sanction, insurance, and assistance in getting and keeping flying sites. Flying site assistance and disaster relief funds are available to chartered clubs.
- AMA is the voice of its membership, providing liaison with the Federal Aviation Administration, the Federal Communications Commission, and other government agencies through our national headquarters in Muncie, Indiana. AMA also works with local governments, zoning boards, and parks departments to promote the interests of local chartered clubs.
- AMA is an associate member of the National Aeronautic Association (NAA). Through NAA, AMA is recognized by the Fédération Aéronautique Internationale, the world governing body of all aviation activity, as the only organization which may direct United States participation in international aeromodeling activities.
- For more detailed information, contact the AMA Marketing Department at 5161 E. Memorial Dr., Muncie IN 47302, or (765) 287-1256.

## AMA Vision

We, the members of the Academy of Model Aeronautics, are the pathway to the future of aeromodeling and are committed to making modeling the foremost sport/hobby in the world.

This vision is accomplished through:

- Affiliation with its valued associates, the modeling industry and governments.
- A process of continuous improvement.
- A commitment to leadership, quality, education and scientific/technical development.
- A safe, secure, enjoyable modeling environment.

## AMA Mission

The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement, and safeguarding of modeling activities. The Academy provides leadership, organization, competition, communication, protection, representation, recognition, education and scientific/technical development to modelers.

## Recommended RC Flying Site Specifications

### A. Introduction:

The AMA has determined that most modelers and model clubs are careful in their selection of flying sites, site layout, and operational practices.

The suggested specifications detailed below have been developed to promote improved field management and provide added margins of safety for the ever-increasing numbers of fliers and spectators. Most clubs should be able, with reasonable effort, to comply with this suggested layout for general field arrangement and conditions for sport flying.

The suggested specifications are not mandatory requirements, and compliance with these suggestions does not, of course, guarantee that no accident will occur. The AMA recommends that individual clubs design their flying sites based not only on geographic area available but also on sound sensitivity, obstructions, proximity of neighbors, etc., while incorporating the recommendations presented below. The types of aircraft the site is anticipated to accommodate, such as Giant Scale or small electrics, may effect an increase or decrease of the overfly area. (See FIGURE 2.) When designing or redesigning any flying site the AMA should be contacted with any questions, comments, or concerns regarding specifications, layout, and safety.

The official AMA Safety Code remains the governing factor. All members and clubs should conduct their field operations in accordance with the Code.

### Taxi Area:

No landings or takeoffs from this area.

- Provides additional open space between pilots and aircraft during the time when most out-of-control accidents happen.
- Allows taxi room in front of other pilots with less chance of other frequencies interfering with taxiing aircraft.

### Barrier:

Designed to stop taxiing models from veering into pilots' and/or spectators' positions. (Includes plastic or chainlink fencing, hay bales, shrubbery, etc.)

### Pilot Line:

Set back from runway edge to keep pilots away from aircraft.

### B. Personnel Side of Flight Area:

#### Locations

Runway edge is the basic  
 Pilot line a minimum of  
 Pit line a minimum of  
 Spectator line a minimum of  
 Parking lot a minimum of

#### Distance Factor (measured perpendicular from edge at runway safety line)

Safety line or 0  
 25 feet from safety line  
 45 feet from safety line  
 65 feet from safety line  
 80 feet from safety line

**Safety Zone:** An additional 250-foot safety zone, added to the OVERFLY AREA, is desirable if any major roads, buildings, or outdoor personnel activities are in the general area or if high-speed or high-performance aircraft are flown.

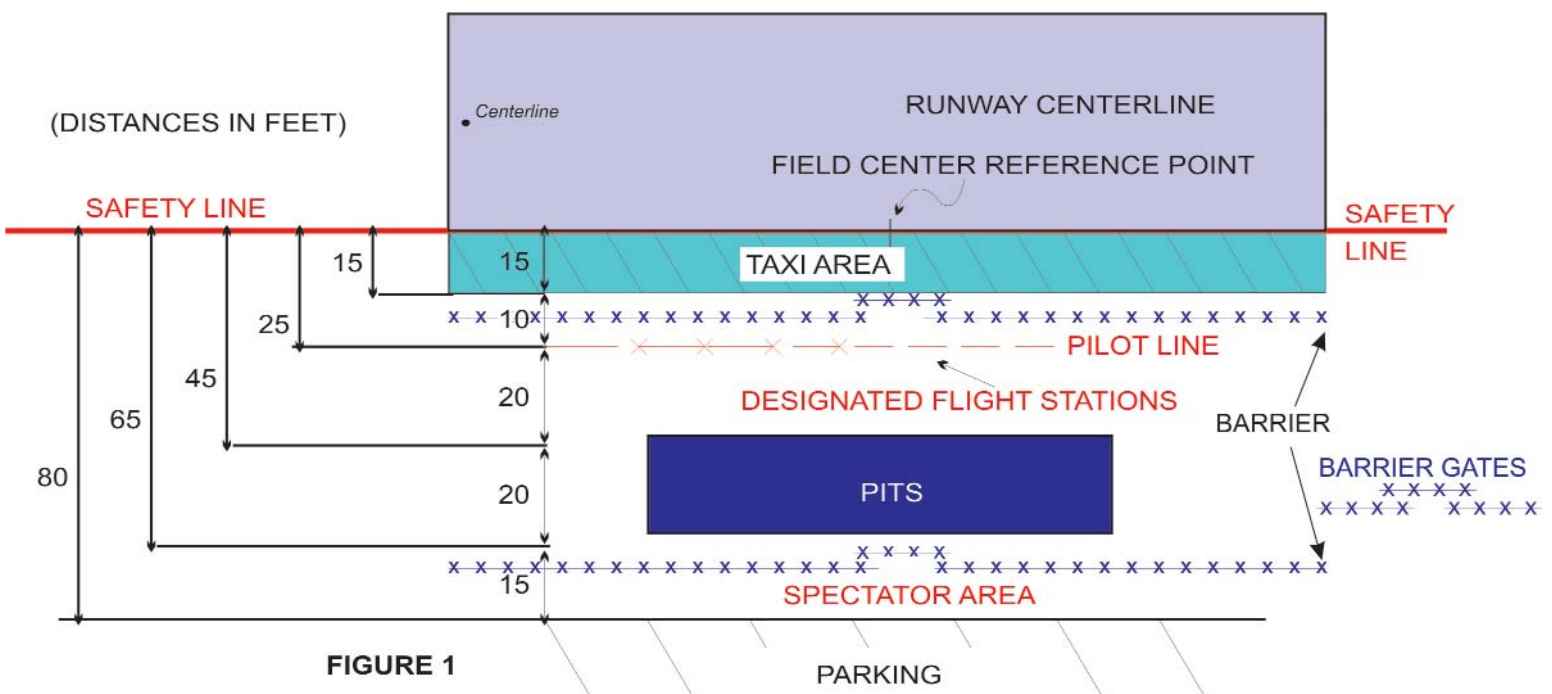
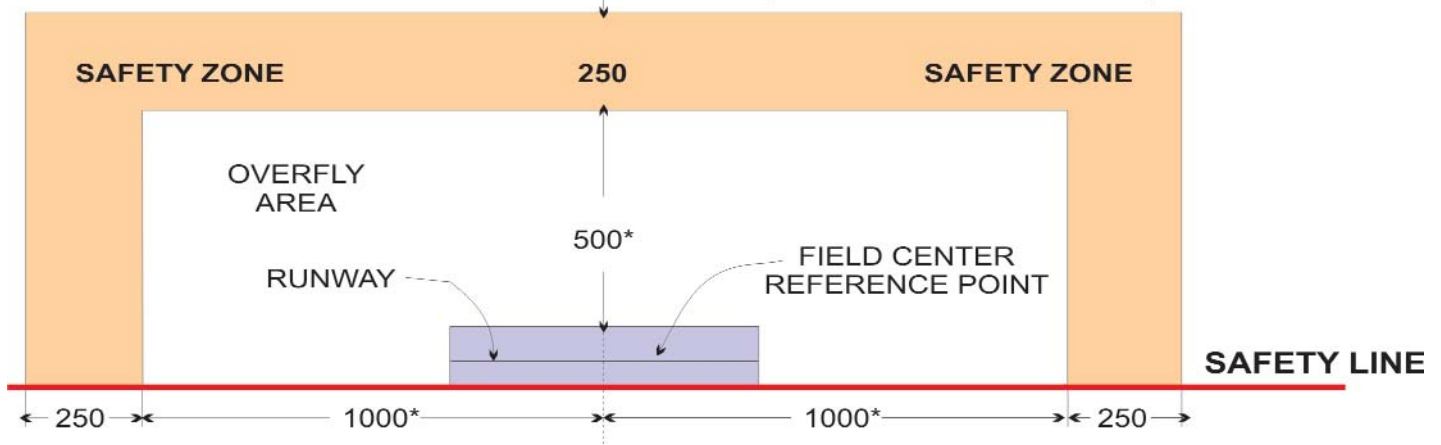


FIGURE 2

(DISTANCES IN FEET)



**C. Flight Sector:**

(Covering a 180° sweep on the flying side of the reference line)

Flight area clear of potential hazards (such as individuals working, playing, or traveling outdoors; buildings having glass surfaces facing the flying area; or a storage facility containing volatile products or compressed gasses) at least 1,000 feet left and right and 500 feet in front of pilot. Most flying is contained within 1,000 feet either end from field center reference point and 500 feet in front of reference point. Field center reference point is shown in FIGURE 1, but is essentially edge of runway at center of field. (See alternate site layouts.)

\*Distances referenced may be increased or decreased according to site usage.

**D. Signs: Suggested Minimum Posting Requirements for Public Notice**

- “Flying Site” (This sign may be incorporated with the field rules but should be the leading words in a larger letter size at the top of the sign. Placement of the sign should be situated so that spectators can easily read it.)
- Field rules
- Current official AMA Safety Code
- “No spectators beyond this point without escort”
- Designated parking area (signs at boundaries)
- Emergency telephone numbers
- GPS coordinates
- Location of nearest hospital or emergency medical facility

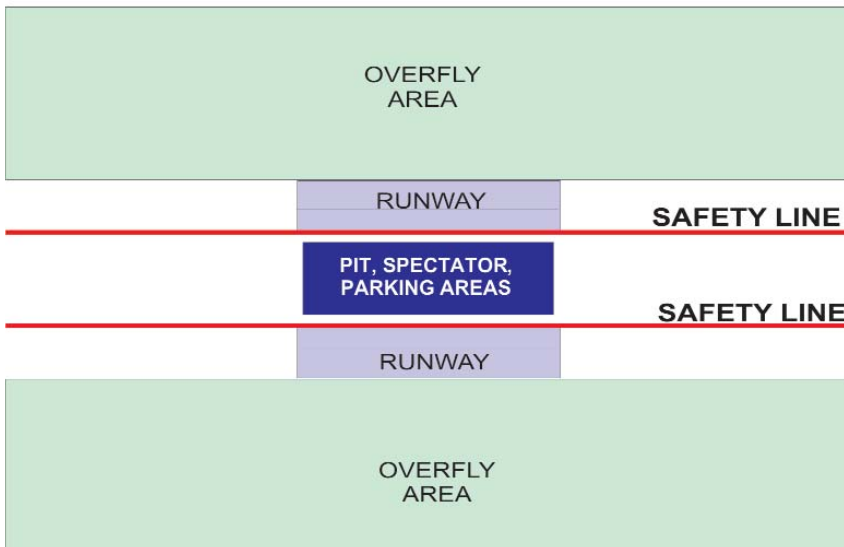
**E. Equipment:**

- Frequency control board
- First-aid kit
- Fire extinguisher with appropriate ratings

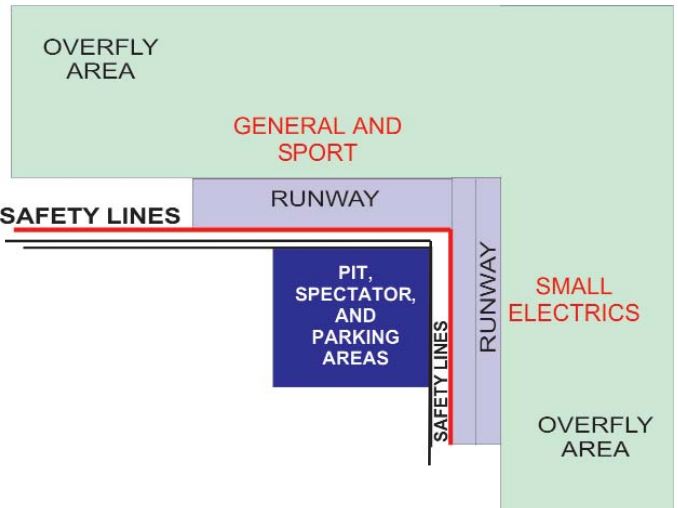
**F. Alternate RC Flying Site Suggestions**

Sites may be configured in various ways to accommodate multiple flying areas for simultaneous use. Care must be taken to fulfill the requirements found in the official AMA Safety Code, including the Specialized Supplemental Safety Codes, Standards, and Regulations. Simplified field layouts are illustrated in the following diagrams. (Not to scale.)

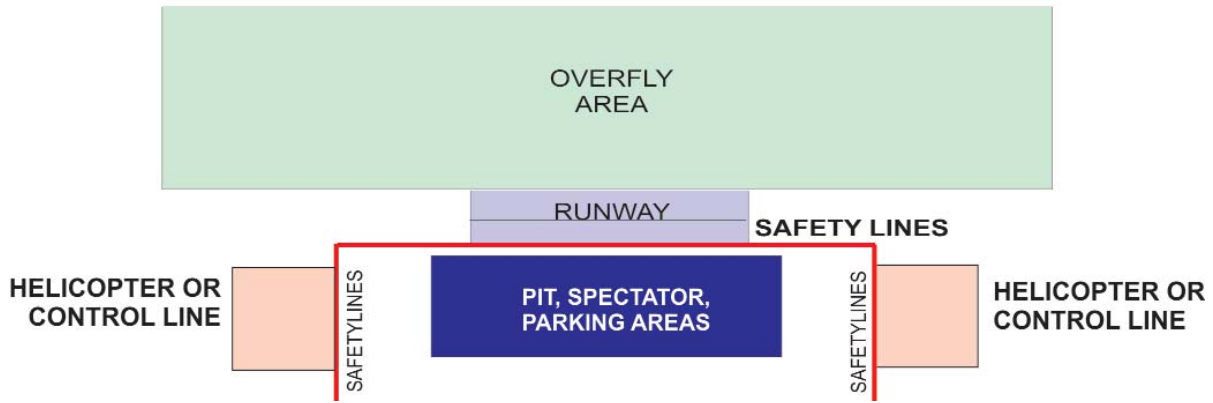
**PARALLEL SITE LAYOUT**



**L SITE LAYOUT**

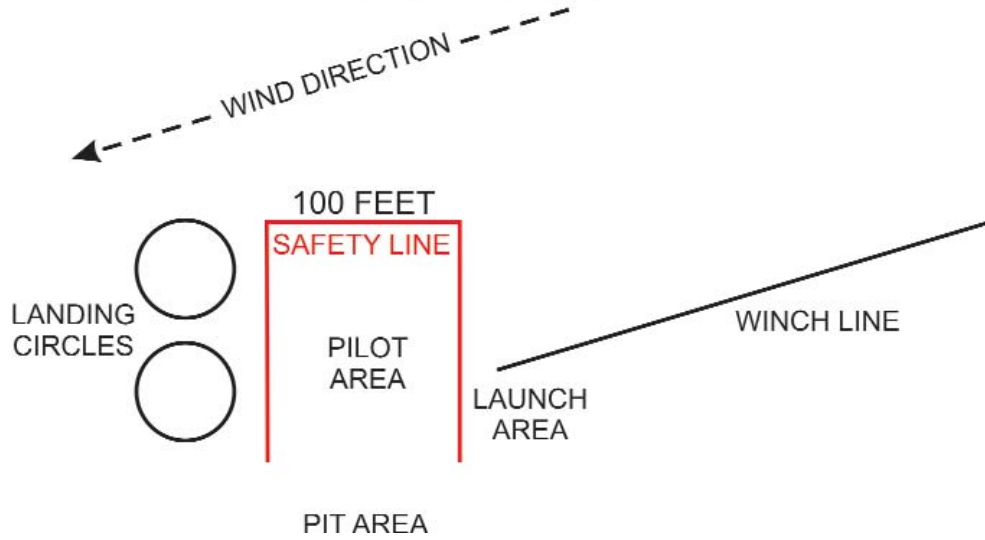


### COMBINATION SITE LAYOUT



Under certain conditions it may be possible to achieve a flying area covering almost 360° as long as care is taken to fulfill Radio Control items 1 and 4 of the official AMA Safety Code. This is especially true for small clubs and general sport flying in rural or low-population-density areas.

### SOARING SITE LAYOUT



### From the Official Academy of Model Aeronautics National Model Aircraft Safety Code

#### Radio Control Section, item 6:

I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.

Spread spectrum technology (2.4 GHz) being sold by most RC manufacturers is completely legal for use in all RC categories. Many of the new Ready-to-Fly (RTF) airplane sets are being delivered with these systems. Spread spectrum does not itself

require keeping track of a specific frequency and will not interfere with systems already in use. Please abide by your local club's frequency-management system.

#### Document 535-G—AMA Frequency Management Agreements

##### 1st Party

- AMA chartered club
- AMA chartered club
- AMA chartered club
- Individual AMA member
- Individual AMA member

##### 2nd Party

- AMA chartered club
- Club not affiliated with AMA
- Individual AMA member\*
- Individual AMA member
- Individual not affiliated with AMA

There can be more than two parties involved in a Frequency Management Agreement. Be sure to assign the designated frequencies to all parties and inform all involved members (i.e. post the assignments at the flying site). Please note, that only officers of the chartered club can sign the Frequency Management Agreements on behalf of the club.

### **Important:**

Once a Frequency Management Agreement is in place it does not have to be renewed on a yearly basis. It is valid until one or both parties (if AMA chartered club) disband, relocate, or sell the property. The agreement is only valid for the specific parties named, which means if a club disbands and another AMA chartered club/individual member uses the flying site, a new Frequency Management Agreement will have to be created, signed by all parties involved, and copies sent to AMA HQ.

Participants in the Frequency Management Agreement are responsible for informing any guest flying at the site about the agreement and enforcing that only frequencies assigned for that particular site are used!

### ***Flying Site Suggestions***

AMA has an extensive package of support materials which, if utilized, can be of help in getting or keeping a flying site. To obtain this material, contact your Flying Site Coordinator. They are Joe Beshar, Eastern Region Flying Site Coordinator, Districts I-VII, or Wes De Cou, Western Region Flying Site Coordinator, District VIII-XI. There is no charge for the materials.

Items in the club assistance program include the "Getting and Keeping Flying Sites" packet and videos that are useful in club presentations in addition to the AMA Safety Code. In any case, local clubs may establish safe flying rules for their sites. These automatically become some part of the AMA Safety Code and must be adhered to per General item 3.

For help with flying site matters, clubs and individuals should contact their Flying Site Coordinator. Contact information can be found in *Model Aviation*.

### ***Safety Recommendations***

The majority of model flying that takes place today is recreational rather than within a formal competition framework, and sometimes on publicly accessible sites with little or no formal control. Any accident involving model aircraft may result in property damage and/or bodily injury.

Apart from the direct harm, a less obvious result is the poor image of model flying that results from media coverage of such accidents, which may lead to public antagonism and the loss of flying facilities. It is therefore of the utmost importance that all model fliers observe safety rules.

Safety rules are not an obstacle to the enjoyment of model flying; they help prove that model fliers are the responsible people they proclaim to be. It is not a sign of intelligence to show one's own skill by flying among or above spectators. It is to his or her personal benefit to make certain that no action on his or her part will result in an accident. It is therefore very important not to fly any model aircraft in competition or in the presence of spectators until it has been proven airworthy by having been flight-tested.

Immediately before each flight, the pilot should verify the model's condition and proper functioning to ensure a safe and efficient flight. The flier should check for proper fitting and placement of parts, with special attention to engines and propellers.

It is imperative that all flying sites, especially Control Line, be

situated as far as practical from power lines. For Free Flight aircraft, the starting area must be carefully chosen. Considerations include wind strength and direction, relative position of buildings, runways, vehicle parking, spectator areas, and the place where models are assumed to land after a normal flight, according to the wind.

### **The following constitute good general safety practices.**

- Never attempt to retrieve a model from electric power lines. Contact the local power company.
- Refrain from using repaired propellers and rotor blades or those that are cracked, nicked, or unbalanced.
- Stay clear of the propeller arc while starting or running any engine or motor.
- Avoid stopping engines by throwing rags or other objects in the propeller.
- Refrain from using a pointed spinner, propeller fasteners, or knife-edge leading edges.
- Paint tips of propellers a bright color to better define the arc of propeller rotation.
- Check the propeller and spinner for tightness before each operation.
- Learn and check for the proper grain patterns in wooden propellers to ensure strength in high-rpm operation.
- Exercise extreme caution in adjusting needle valve settings on engines. Most adjustments should be performed from behind the model, thus avoiding reaching around a spinning propeller.
- Ensure that ballast or heavy parts are not subject to loosening or jettisoning in flight.
- For Radio Control, perform a range check before each flying session and a check of flight functions before each flight.
- For Control Line, inspect the lines, bellcrank, and connectors before each flight.
- Carefully read and use the manufacturer's recommendations for its products.
- Establish a spectator control system for any site used. Post the various rules required for the specific site. Enforce them!
- All model liquid fuels need to be stored and handled properly. In particular, gasoline should only be stored, transported, and dispensed from a specifically designed and approved container. When handling fuels near models, there should be no smoking. Avoid hooking up any starter, pump, or battery that may produce arcing in the immediate area where fuel is located.
- Post emergency instructions, including hospital and doctor telephone numbers and addresses. Provide a first-aid kit if possible. Encourage the use of eye and ear protectors and flying with a buddy or observer.
- Provide your local EMT station with directions to your flying site.

### ***Notice to AMA Members Interested in Model Rocketry, RC Cars, and Boats***

Members interested in model rocketry, operation of radio-controlled cars, and boats are encouraged to obtain a copy of the official safety codes used by the various organizations. These codes may be obtained by contacting the various rocketry, car, and boat groups listed as special interest organizations on the last page of this manual.

There are prepurchase requirements for the operation and/or purchase of model rocket engines in various states. Check out your state government Web site (often the state fire marshall's office) to determine if additional regulations are applicable in your state.

# Radio Control Operation

## Operation of RC Flying Sites:

**Frequency Control:** It is necessary to maintain strict control of the operating transmitters at a flying site. Only one transmitter can be operated on any given frequency at any time. Operation of more than one transmitter on the same frequency will cause loss of model control. Safe management of operating transmitters can be aided by:

1. Use of frequency pins to identify the frequency in use. Pins, often clothespins, are marked with the color or channel number of the frequencies they represent. Only one pin is available at the flying site for each frequency. Transmitters shall not be operated without possession of a pin that identifies the frequency in use.
2. Clubs providing a flightline control system for the use of spread spectrum radios. This system should be similar to the frequency control plan currently in use at the site. For spread spectrum, multiple pins or identification spaces should be provided.
3. Keeping transmitter antennas collapsed when models are not being flown.

**Active frequency monitoring** at flying sites is encouraged. Scanning receivers or a spectrum analyzer are excellent monitors of unwanted signals.

It is recommended that CDs or club officers require tests, or implement special frequency-control arrangements, as may be necessary, to reduce the chance of interference among RC systems.

### Transmitter Requirements:

**Narrowband transmitters are required** for use with all channel number frequencies (CH 00-09 and 11-90).

**Identification of narrowband transmitters** is normally accomplished by a sophisticated laboratory test. Narrowband transmitters can also be identified as follows.

1. All PPM/FM and PCM/FM transmitters are narrowband. Only AM transmitters sold as new, prior to March 1993, are suspect.
2. The manufacturer of a suspect AM transmitter can verify if it is narrowband. If it is not, the manufacturer may offer to modify it to narrowband specifications.
3. AM transmitters that were verified by test to be narrowband prior to March 1998 are considered to be narrowband. A gold-color sticker, marked "R/CMA AMA - RF CHECK" was formerly used to identify these tested transmitters. However, it is no longer required to display the R/CMA AMA Gold Sticker on these transmitters.

**Any user modification of a transmitter** that might affect the transmitted signal is prohibited by law and safety concerns. This includes user replacement of frequency determining plug-in crystals and use of plug-in frequency modules from another manufacturer. Transmitter crystal replacement, with or without a change in frequency, requires transmitter emission realignment by the manufacturer. Use of a frequency determining module manufactured for use in another brand of transmitter can result in off frequency and spurious emissions that cause interference to other fliers.

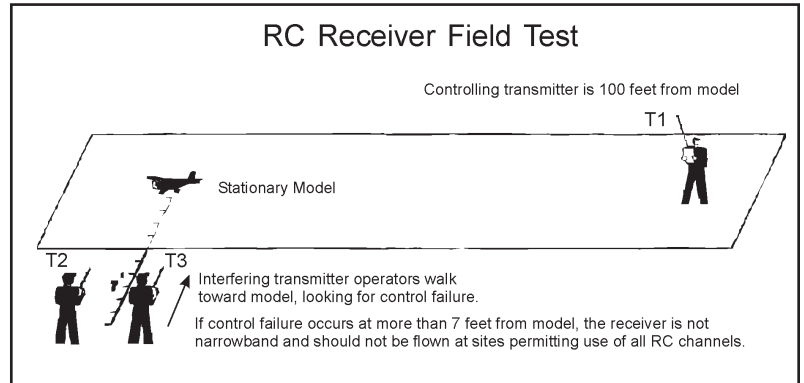
### Receiver requirements:

**Receivers that meet the AMA Guidelines** of reference 2 (see references at the end of this section) are recommended for use at flying sites where several channel-number frequencies are in simultaneous use. Receivers that do not meet the AMA Guidelines (reference 2) may experience interference when operated at an active flying site with several transmitters operating simultaneously.

**Identification of AMA Guideline receivers** is normally accomplished by a sophisticated laboratory test. The manufacturer of a receiver can identify if it is a design that meets the AMA Guidelines of reference 2.

**A go-no go field test** can determine if a receiver has acceptable, but not necessarily AMA Guideline, performance. The test requires the use of two interfering transmitters in addition to the controlling transmitter. The two interfering transmitters can be on any channel other than the controlling channel and can use any combination of AM or FM emission. All three transmitters must be on different channels in the same RC band. The two aircraft RC bands are CH 00-09 and CH 11-60.

The following **RC Receiver Field Test** diagram shows the location of the field-test equipment. To perform the test, the controlling transmitter, T1, is located 100 feet from the stationary model using the receiver being tested. The individuals holding the interfering transmitters, T2 and T3, are along a line, 10 feet apart, parallel to the 100-foot baseline. Starting at 15 feet from the model, they walk together toward the model. All three transmitter antennas are fully extended and transmitters are operating. The individuals with the interfering transmitters observe and note when any loss of control occurs. Control failure can occur in AM, FM, or PCM receivers. The minimum acceptable distance the interfering transmitters can be from the model when control is lost is 7 feet. If it is greater than 7 feet, the receiver is not recommended for use at an active flying site.



### RC Receiver Field Test

**Preflight range testing** of a receiver/transmitter pair is highly recommended. The installed receiver should be range tested in accordance with instructions provided by the original equipment manufacturer. If the instructions are not available, perform the range test in the following way.

With the model on the ground, on a slightly elevated, nonmetallic surface, or held overhead by another person, walk away from the model with the operating control transmitter until control failure occurs. The transmitter antenna should be fully extended during the test. Satisfactory control at a ground distance of 1,000 feet or more is an acceptable range test. Control failure at a shorter distance warrants RC equipment and installation corrective action or restriction of operating range.

**Single-conversion superheterodyne receivers** are subject to unwanted reception on the receiver's image frequency that can be a source of interference. The choice of local oscillator crystal frequency, above or below the receiver frequency, determines the image frequency. An appropriate choice of local oscillator crystal frequency can place the unwanted reception frequency where the potential for interference is minimized. The following local oscillator crystal frequency locations are recommended for single-conversion receivers using a 455 KHz IF. The recommended choice reduces the potential for interference on the image frequency.

Band/Frequencies	Local Oscillator Frequency Location
27 MHz/SINGLE COLOR or a 27 MHz CHANNEL number	LO below receiver frequency
53 MHz/TWO COLOR	LO below receiver frequency
50 MHz/CH 00 to CH 09	LO below receiver frequency
72 MHz/CH 11 to CH 14	LO below receiver frequency
72-MHz/CH 15 to CH 56	LO either above/below receiver frequency
72 MHz/CH 57 to CH 60	LO above receiver frequency
75 MHz/CH 61 to CH 90	LO below receiver frequency

Single conversion 72 MHz receivers, using a 455 KHz IF, that do not use the recommended local oscillator frequency location, are subject to interference from non-RC 72 MHz transmitters operated by industrial

users. Receivers configured in this way can also receive interference from RC transmitters operating on channels at the opposite end of the 72 MHz band.

For example: a single-conversion CH 11 receiver is tuned for normal reception on 72.01 MHz. If the recommended local oscillator frequency location is not used, it also receives signals on an image frequency of 72.92 MHz, a frequency licensed to industrial users. Also, this image frequency is only 10 KHz away from CH 56 and CH 57. Interference from nearby CH 56 and CH 57 transmitters and an industrial transmitter using 72.92 MHz is possible.

### 1.0. The Federal Communications Commission (FCC) allocates and manages radio signals and emissions in the United States, including those used for radio control (RC) of models. The transmitters and receivers used for RC must be manufactured to FCC-specified technical requirements and operated on specific radio frequencies and bands. More complete information is available in the *Code of Federal Regulations (CFR)*, reference 1. This document lists the current radio bands designated for remote control of models.

**1.1. RC is permitted in three Personal Radio Service bands**  
**1.1.1. The 27 MHz band uses six frequencies** listed in paragraph 2.1.1. RC of model aircraft and surface craft is permitted. Model aircraft RC users should be aware of possible interference from nearby RC surface craft users. In addition, 27.255 MHz is shared with non-RC services and is not recommended for RC of model aircraft.

**1.1.2. The 72 MHz band uses 50 frequencies** listed in paragraph 2.1.2. Only RC of model aircraft is permitted. Model aircraft include model rockets, Control Line model aircraft, and lighter-than-air balloon models.

**1.1.3. The 75 MHz band uses 30 frequencies** listed in paragraph 2.1.3. Only radio control of model surface craft is permitted. Model surface craft include cars, boats, robots, and hovercraft.

**1.2. RC is permitted in the Amateur Radio Service bands** in accordance with FCC regulations, *CFR* Part 97, ref 1.

**1.2.1. Eighteen Amateur Radio Frequencies** listed in paragraph 2.1.4. and 2.1.5. are traditionally used by licensed amateurs for RC of all types of models. RC operation in the amateur bands is shared with other Amateur Radio services, so RC is subject to interference from non-RC users. Station identification of RC transmissions is not required. Narrowband transmitters are required on CH 00 to CH 09 when operating at AMA sanctioned events. Narrowband transmitter technical requirements are defined in reference 2.

**1.3. RC is permitted using the Low Power band:**  
**1.3.1. Five frequencies**, 49.83 MHz to 49.89 MHz on 0.015 MHz spacing, are used for RC of all types of devices as well as short-range communication services.

**1.4. RC is permitted in the 2.4 GHz industrial, scientific, and medical (ISM) band** using spread spectrum technology from 2.4 GHz to 2.485 GHz.

### Frequency Identification and Display:

**2.0. Frequency control at an RC operating site** is necessary to prevent simultaneous operation of transmitters on the same frequency. Simultaneous operation on the same frequency causes loss of control even if the transmitters use different forms of modulation or coding, such as AM, FM, or PCM.

**2.1. Frequency Identification:** The radio frequencies are listed in Megahertz (MHz) units. For convenience, SINGLE-COLOR, TWO-COLOR, CHANNEL number, and 27 MHz CHANNEL number designate the frequencies.

#### 2.1.1. 27 MHz Band - Identified as SINGLE COLOR or 27 MHz CHANNEL number frequencies:

26.995 - BROWN	or	27 MHz CHANNEL	1
27.045 - RED	or	27 MHz CHANNEL	2
27.095 - ORANGE	or	27 MHz CHANNEL	3
27.145 - YELLOW	or	27 MHz CHANNEL	4
27.195 - GREEN	or	27 MHz CHANNEL	5
27.255 - BLUE	or	27 MHz CHANNEL	6

#### 2.1.2. 72 MHz Band - Identified as CHANNEL number

#### frequencies:

72.01	CHANNEL 11	72.51	CHANNEL 36
72.03	CHANNEL 12	72.53	CHANNEL 37
72.05	CHANNEL 13	72.55	CHANNEL 38
72.07	CHANNEL 14	72.57	CHANNEL 39
72.09	CHANNEL 15	72.59	CHANNEL 40
72.11	CHANNEL 16	72.61	CHANNEL 41
72.13	CHANNEL 17	72.63	CHANNEL 42
72.15	CHANNEL 18	72.65	CHANNEL 43
72.17	CHANNEL 19	72.67	CHANNEL 44
72.19	CHANNEL 20	72.69	CHANNEL 45
72.21	CHANNEL 21	72.71	CHANNEL 46
72.23	CHANNEL 22	72.73	CHANNEL 47
72.25	CHANNEL 23	72.75	CHANNEL 48
72.27	CHANNEL 24	72.77	CHANNEL 49
72.29	CHANNEL 25	72.79	CHANNEL 50
72.31	CHANNEL 26	72.81	CHANNEL 51
72.33	CHANNEL 27	72.83	CHANNEL 52
72.35	CHANNEL 28	72.85	CHANNEL 53
72.37	CHANNEL 29	72.87	CHANNEL 54
72.39	CHANNEL 30	72.89	CHANNEL 55
72.41	CHANNEL 31	72.91	CHANNEL 56
72.43	CHANNEL 32	72.93	CHANNEL 57
72.45	CHANNEL 33	72.95	CHANNEL 58
72.47	CHANNEL 34	72.97	CHANNEL 59
72.49	CHANNEL 35	72.99	CHANNEL 60

#### 2.1.3. 75 MHz Band - Identified as CHANNEL number frequencies:

75.41	CHANNEL 61	75.71	CHANNEL 76
75.43	CHANNEL 62	75.73	CHANNEL 77
75.45	CHANNEL 63	75.75	CHANNEL 78
75.47	CHANNEL 64	75.77	CHANNEL 79
75.49	CHANNEL 65	75.79	CHANNEL 80
75.51	CHANNEL 66	75.81	CHANNEL 81
75.53	CHANNEL 67	75.83	CHANNEL 82
75.55	CHANNEL 68	75.85	CHANNEL 83
75.57	CHANNEL 69	75.87	CHANNEL 84
75.59	CHANNEL 70	75.89	CHANNEL 85
75.61	CHANNEL 71	75.91	CHANNEL 86
75.63	CHANNEL 72	75.93	CHANNEL 87
75.65	CHANNEL 73	75.95	CHANNEL 88
75.67	CHANNEL 74	75.97	CHANNEL 89
75.69	CHANNEL 75	75.99	CHANNEL 90

#### 2.1.4. 50 MHz Band - Identified as CHANNEL number frequencies:

50.80	CHANNEL 00	50.90	CHANNEL 05
50.82	CHANNEL 01	50.92	CHANNEL 06
50.84	CHANNEL 02	50.94	CHANNEL 07
50.86	CHANNEL 03	50.96	CHANNEL 08
50.88	CHANNEL 04	50.98	CHANNEL 09

#### 2.1.5. 53 MHz Band - Identified as TWO-COLOR frequencies:

53.10	BROWN/BLACK	53.50	GREEN/BLACK
53.20	RED/BLACK	53.60	BLUE/BLACK
53.30	ORANGE/BLACK	53.70	PURPLE/BLACK
53.40	YELLOW/BLACK	53.80	GREY/BLACK
Other Amateur Radio Service frequencies: WHITE/BLACK			

**2.1.6. 2.4 GHz band** using spread spectrum technology: 2.4 GHz-2.485 GHz.

### FCC Legal Requirements and Safety Recommendations

**3.0. RC users shall comply with FCC regulations.** Some of the more pertinent regulations have been presented in this document. Complete RC regulations are contained in the *CFR*, reference 1. RC users of the 27 MHz, 72 MHz, and 75 MHz bands are required to comply with the *CFR* Part 95. RC users of the Amateur Radio Service are required to comply with the *CFR* Part 97. RC users of the Low Power 2.4 GHz band are

required to comply with *CFR* Part 15. The AMA will not assume responsibility for enforcement of the *CFR*. However, if the violation impacts safety, corrective action may be taken.

**3.1. AMA RC event officials shall enforce FCC Amateur Radio Operator licensing requirements.** Use of legal Amateur Radio Service frequencies other than those listed in paragraph 2.1.4. and 2.1.5. is permitted at sanctioned events at the discretion of the event officials. For these frequencies, black and white ribbons, with the frequency inscribed on the white ribbon, is an acceptable frequency display.

**3.2. The FCC prohibits radio transmissions** on any 72 MHz or 75 MHz channel frequency for the purpose of telemetering data. Event signaling by radio telemeter is permitted on the 27 MHz RC frequencies.

**3.3. Control interference between adjacent flying sites** separated by less than 3 miles may occur if the same frequencies are used at both sites. The AMA Safety Code regulates AMA club flying sites to avoid such interference. However, small RC models, often flown in back yards and parks, are unregulated and can be a source of interference between sites. Back yard/park flying site adherence to the AMA Safety Code, Radio Control, Item 5, is encouraged to eliminate adjacent site interference.

The AMA's RC newcomer educational literature addresses this issue. It is requested that the manufacturers of the RTF park and backyard RC flying models provide this literature at the point of sale, or suggest visiting [www.modelaircraft.org/parkflyer.aspx](http://www.modelaircraft.org/parkflyer.aspx).

It is also requested that the manufacturers of RTF, park, and backyard flyer models, containing both the model and RC equipment, provide the RTF RC equipment on the 27 MHz band instead of the 72 MHz band, to minimize the potential of interference with AMA sites.

#### References:

- 1. Code of Federal Regulations:** (*CFR*) Title 47, Telecommunications: Part 0 to 19 and Part 80 to End.  
Special reference is made to the following:
  - Part 2 - Certification Procedure, Subpart: Equipment Authorization Procedure; starting with paragraph 2.901
  - Part 15 - Radio Frequency Devices: Subpart C - Low Power Communication Devices; General Requirements and paragraphs 15.235 (49.82 to 49.90 MHz) apply.
  - Part 95 - Personal Radio Service (PRS): Subpart C - Radio Control (R/C) Radio Service: Paragraphs 95.201 to 95.225 apply. Subpart E - Technical Standards for PRS Devices: Paragraphs 95.601 to 95.673 apply.
  - Part 97 - Amateur Radio Service: all paragraphs apply.

## Guidelines for Acceptable Introduction of a Full Set of RC Frequencies

*AMA Frequency Committee, Fred Marks, revised 2002.*

### Guidelines for Acceptable Introduction of a Full Set of RC Frequencies for Radio Control

#### Using the 72-76 MHz Radio Service Bands

**1.1.** These are voluntary Guidelines for the design, manufacture, and operation of Radio Control (RC) equipment for use on the FCC allocated 72-76 MHz RC Radio Service bands. It is recommended that these Guidelines be applied to all transmitters and receivers designed for radio control of model aircraft and model surface craft on these bands.

#### 1.2. General Requirements.

**1.2.1.** The AMA, equipment manufacturers, and marketers, urge that RC equipment manufactured or imported into the United States meet certain minimum performance requirements stated below in order to provide reliable remote control performance.

**1.2.2.** It is urged that all RC equipment comply with these Guidelines. Transmitters that are configured for user frequency selection should have frequency selection by CHANNEL number. It is desired that it be impossible to change frequency while the transmitter is operating.

**1.2.3.** Equipment intended for control of model surface craft can be operated only on 75 MHz frequencies. Equipment intended for control of model aircraft can be operated only on 72 MHz frequencies and 2.4 GHz Spread Spectrum.

#### 1.3. RC Transmitter Technical Guidelines and Measurements

**1.3.1.** RC Transmitters should have frequency stability and emission bandwidth characteristics consistent with narrowband performance. Narrowband performance is required by the FCC (reference 1) for all transmitters Type Accepted after March 1, 1992 and marketed or sold on or after March 1, 1993. Transmitters Type Accepted (certificated) prior to March 1, 1992 may or may not be narrowband. Transmitters that are not narrowband are illegal to operate.

**1.3.2.** Transmitter Type Accepted (certificated) prior to March 1, 1992 can be tested for narrowband performance. Transmitters not meeting narrowband requirements can be modified by their manufacturer to meet narrowband performance requirements.

#### 1.3.3. Transmitter narrowband requirements:

**1.3.3.1.** Transmitter occupied spectrum shall be better than -55 dB at +/- 20 kHz from channel center frequency, irrespective of type of modulation. The measurement shall be made with a spectrum analyzer using a 3 kHz resolution bandwidth filter.

**1.3.3.2.** Transmitter emission frequency shall meet the following requirements over a range of operating temperature and power supply voltage:

- AM transmitters: the unmodulated carrier shall be within +/-

.002% of channel center frequency.

**b.** FM transmitters: the mean frequency of the occupied spectrum shall be within +/- .002% of channel center frequency.

**c.** Other forms of modulation are required to meet emission characteristics of paragraph 1.3.3.1 above.

**1.3.4.** An R/CMA-AMA Gold Sticker may have been affixed to narrowband transmitters and/or RF modules to denote narrowband performance.

**1.3.5.** Transmitters that are configured for user frequency selection via RF module changing, switching, or synthesized techniques are permitted. However, transmitter output must be within the guidelines listed in paragraph 1.3.3, irrespective of the operating frequency selected.

**1.3.6.** The AMA Executive Council has authorized Contest Directors to impose transmitter processing at their discretion. Therefore, the user should be prepared to demonstrate that his transmitter is within specification in accordance with paragraph 1.3.3 above. Where RF module change, or frequency switching is to be used, the transmitter shall be subject to processing on all frequencies planned for use.

#### 1.4. RC Receiver Technical Guidelines and Measurements

**1.4.1.** For purposes of standardization, proper receiver operation during tests should be taken as "greater than 10 dB signal-to-noise ratio at detection" (10 dB SINAD).

**1.4.2. Adjacent Channel Rejection:** The receiver must reject all adjacent channel signals by 60 dB or better at +/- 8 1/2 kHz as demonstrated by laboratory test.

**1.4.3. Image Rejection:** Receivers having an image response within its operating band (i.e., within the 72 or 75 MHz RC band), or any other AMA recommended band for RC model operation, must be shown by laboratory test to have image signal rejection greater than 60 dB.

#### 1.4.4. Intermodulation Interference Rejection.

**1.4.4.1.** Receivers must be shown by laboratory test to have a Third Order Intercept Point at the output of the first mixer better than -4 dBm.

**1.4.4.2.** Intermodulation distortion and spurious response in the presence of high power radiators shall be measured. For this test, single or two-signal high-powered radiators, and the encoded control signal are either:

- signal inputs made directly to the receiver antenna terminal, or
- signal input from a quarter wavelength radiator uniformly parallel to the receiver antenna.

#### Radiated levels of the high-powered radiator(s) shall be:

- minus eight (-8) dBm, when made directly to receiver antenna terminal, if a 50 ohm match is achievable or
- plus ten (+10) dBm, when radiated from a quarter wavelength radiator 18 inches away from receiver antenna.

Radiated level of the encoded control signal shall be no less than 23 dBm below the level of the high-powered radiator(s).

**1.4.4.2.1.** Receivers shall exhibit no loss or spurious response in decoded servo output greater than +/- 20 microseconds when the receiver is subjected to single or two-signal radiation as follows:

**c.** Single radiator at any frequency equal to or greater than +/- 20 kHz from channel center frequency.

**d.** Two-signal: when two radiators are applied at any combination of frequencies that can produce a first mixer output

within the bandpass of the receiver.

**1.4.4.2.2.** Single-conversion receivers with a 455 kHz intermediate frequency shall meet the requirements specified in 1.4.4.2.1., except for signal frequencies that excite a unique response at the image frequency.

**1.4.4.2.3** Single-conversion receivers using a 455 kHz intermediate frequency shall have a local oscillator offset (high-low injection) in accordance with the Radio Control Operation document, page 16. The operating frequency of local oscillators used in receivers of a different configuration shall be at the manufacturer's discretion.

## References

- 1. Code of Federal Regulations:** (CFR) Title 47, Telecommunications: Part 0 to 19, Revised October 1, 2001 and Part 80 to End. Special reference is made to the following:
  - Part 2 - Certification Procedure, Subpart: Equipment Authorization

Procedure; starting with paragraph 2.901

- Part 95 - Personal Radio Service (PRS): Subpart C - Radio Control (R/C) Radio Service: Paragraphs 95.201 to 95.221 apply. Subpart E - Technical Standards for PRS Devices: Paragraphs 95.601 to 95.673 apply.

## Sanction Information

### Non-Rule Book Events

(For rule-book events, see *AMA Competition Regulations*)

### AMA Sanctioned Events

AMA sanctions contests, fly-for-fun meets, demonstrations, and other flying events: an AMA sanction means that the activity is endorsed by the Academy, is supervised by an AMA Contest Director (CD), is intended for AMA members only, and that the dates are protected from competing AMA activities in the vicinity.

Sanctioning also means that those participating in the activity are insured. A participating AMA member is assured that other fliers are insured to protect him/her just as his/her AMA insurance protects others.

A sanction application must be submitted by an Academy Contest Director. Approval of the sanction is contingent upon the CD being current for the event dates involved. Sanction applications may be obtained upon request from AMA Headquarters.

### Contest Directors

CD a title bestowed on a selected individual who is already a member of AMA and has been for a minimum of three consecutive years. The CD has the authority to administrate and supervise AMA sanctioned events under those procedures and guidelines as prescribed by the AMA Executive Council.

The CD acts as a representative of AMA in the administration of sanctioned events.

There is a high level of responsibility as a result of this status. The concerns of properly applying the rules, maintaining fairness, and providing high levels of safety in connection with the event are basic. In acting as the Academy's representative, the CD is protected by insurance and, if necessary, legal support. It should be noted, however, that such protection requires that the task be done in a competent manner.

Contests advertised to the public and to model aviation clubs as AMA-approved events must be sanctioned by the AMA. Potential contestants must be assured that the *AMA Competition Regulations* will apply. Because AMA sanctions exist to promote national standards, each CD shall enforce the *AMA Competition Regulations* as written for Class A-AAAAA competitions unless overriding concerns about safety, adverse weather, dangerous terrain, or other serious issues dictate otherwise. Proposed deviations from the AMA rules must be detailed as part of the precontest sanction request. Such changes will be reviewed by the technical director for 1) possible safety or procedural concern, 2) determination of whether the deviations will be allowed, and 3) which sanction status, "A" or "C," will be assigned. If additional guidance is needed, or in the case of an appeal, the Contest Board coordinator and the Contest Board chairman for the event(s) in question will be included in the decision process. The details for AMA sanctioned contests to be conducted with rules deviations must be announced in advance (e.g., by advertisement in *Model Aviation*, club newsletter, flyers, etc.), and, if possible, by notices directed to clubs (e.g., by the Internet, fax, etc.). The intent should be to inform as many potential contestants as possible before travel, especially out-of-towners. Rules deviations announced either in advance of contests or, by necessity, just prior to the competitions due to immediate concerns must not be arbitrary, involve personal bias, or unnecessarily violate the competitive tone and historical integrity of any event. AMA CDs should recognize that modelers are willing to deal with reasonable hardships in order to compete under long-accepted, traditional rules. Therefore, the consensus opinion of a majority of contestants involved should be considered regarding rules

deviations announced on-site.

In order to effectively oversee conduct of an event, the CD is granted specific authority relating to organization, rules, and safety. In addition, the CD at an AMA sanctioned event has the authority to perform safety inspections of any equipment and to prevent any participant from using equipment which, in the CD's opinion, is deemed unsafe. Furthermore, the CD shall have irrevocable authority to disqualify or prevent from flying any participant whose ability is, in the CD's opinion, impaired by the use of alcohol or drugs.

AMA CDs who are lax in running events and fail to enforce standard rules jeopardize their official standing and encourage criticism of the value of AMA sanctions. Even for local sanctioned contests, temptations to modify the standard rules should be resisted so that the integrity of events can be protected. Regular offerings of standard rules at sanctioned contests will provide consistent opportunities to aspiring contestants (especially newcomers) to gain valuable experience. Where out-of-town participants are involved, the entrants have a right to expect strict adherence to regulations. To ignore this is to invite protests and disqualification of record performances, for instance. To this end, contestants may submit their objective evaluations of administration of contests to the respective CDs for consideration.

A CD, when acting as a representative of the AMA, is responsible for properly applying the rules, maintaining fairness, and the completion of all required applications and reports.

A CD must, at all times, remember that he/she is a representative of AMA and will conduct himself/herself in a professional manner.

He/she must be present at all times when the event he/she is responsible for is taking place. It is his/her responsibility to find a suitable replacement if he/she is unable to fulfill the responsibilities.

A CD is responsible to see that all safety rules and precautions are followed to the letter. Any CD who knowingly allows an unsafe condition to exist is subject to the loss of his/her CD status.

Overall, the AMA Executive Council is responsible for correcting the deficiencies in the AMA CD program. The changes should be aimed at protecting AMA against potential liability, while maintaining and motivating AMA members to perform the volunteer service of CD. Where the position is abused, AMA needs to be ready to act fairly, yet remove the CD designation if such action is warranted.

**Interpretation.** There are many precedents to follow in not upholding the letter of the law in rule enforcement! This is frequently necessary if the rule language is inadequate or unclear. However, the intent is usually understood, and this should be the determining factor in decisions. The *Judges' Guide*, if one is available for an event in question, should be influential in decision making because it clarifies the intent of the rules.

On the other hand, where the language is clear there should be no question of following a rule exactly as written.

### AMA Member Responsibility

It is of the utmost importance that we AMA members observe, first of all, the safety rules of our particular sport. Each of us is hurt when carelessness causes an accident, hindering model aviation's progress. The safety rules may seem to be designed to obstruct your enjoyment of this sport, but some

guidelines must be set if we are to prove ourselves to be the responsible people we proclaim ourselves to be.

It is not a sign of intelligence or skill to be able to fly among or above spectators. It shows a definite lack of common sense. You may know what you are doing, but you have no way of knowing what anyone else will do. The unpredictable spectator must be allowed for when you fly. Remember, the safety rules are designed to protect you, primarily.

It is to your personal benefit to make certain that no action on your part will result in an accident. The temptation to show off your flying skill increases in direct proportion to the number of spectators. While demonstrating your mastery of all the variables involved in this sport, it does no good to scare anyone.

#### **Delay or Cancellation of Events**

Under certain conditions a sanctioned event may be canceled. Where site availability is withdrawn prior to the event, AMA HQ should be notified in writing immediately. Every effort will be made to provide news of such cancellations in the *Model Aviation* event calendar.

The cancellation of an event while it is in operation requires careful consideration. Typically, such cancellation is weather related. Conditions to be considered for the cancellation of an event due to weather or natural causes include, but are not limited to:

**Wind—strong, sustained.** While wind speeds of 40 mph have been arbitrarily listed as a maximum, it should be noted that the type of models being flown dictate whether the event can be flown safely. Exceptionally strong gusts and wind direction in relation to the field layout are important considerations.

**Rain—heavy, steady.** The possibility of hail, tornado, and hurricane activity is of special concern.

**Other—lightning, flood, earthquake, fog, extreme temperature, air conditions, other natural causes.** Lightning presents a significant danger. While it is unlikely that complete event cancellation due to lightning will be required, every effort should be made to suspend flying and allow participants to seek shelter in its presence. The responsibility for the cancellation of an event rests with the CD. If the CD feels that the event cannot be flown safely, he/she may cancel it. Mere discomfort or marginal conditions do not constitute reasons for cancellation. Consideration should be given concerning risk to equipment and, in particular, the safety of the participants and spectators. The CD may seek guidance through the use of a contestant vote. Resanctioning of an event for weather-related conditions or natural causes will only be done if the conditions meet the basic criteria outlined.

**Delay of Event.** An event may be delayed, either initially or during the period of normal operation, at the CD's discretion. Typically, delays will be caused by natural or weather-related problems; however, other concerns of an emergency nature may be considered grounds for delaying the event. When delays occur due to unfavorable weather conditions, it is understood that flying will resume when conditions improve to the level present prior to the delay. The CD is responsible for informing the participants present at the event, at regular intervals, as to the reasons for the delay and the possible time for resumption. In the case of competitive events, a delayed event will not be resumed if it is determined that time constraints will prevent the completion of adequate rounds of flying to determine a winner.

**Cancellation Due to Low Entry.** Cancellation of an advertised event on the day of the contest, because of low entry, may not be done. A participant who has shown up to fly in an advertised event must be permitted to enter an event that includes the class of model originally advertised. In instances where pre-entry is required, cancellation of an event due to low entry may occur in instances where 45 days exist between the pre-entry deadline and the contest. Upon cancellation of an event or events, the contest management shall be required to inform those pre-entered individuals of the cancellation by mail.

#### **SUPPLEMENTAL AND PROVISIONAL RULES**

The rules specifically identified as supplemental or provisional do not qualify as "official" model aircraft regulations of the Academy of Model Aeronautics. They may not, therefore, be included as official events in AMA's annual National Aeromodeling Championships (Nats). But these rules have been examined by those AMA Contest Boards concerned and have been approved, particularly for safety, so that they may be included in all sanctioned AMA meets other than the Nats.

**Supplemental rules** are those which are included to provide a national standard for an activity that is felt to be engaged in by a substantial number of competitors, especially in some local areas. These rules are intended, therefore, to encourage the continuance of this activity. CDs may include events for these rules with the knowledge that they are known nationally and may be easily advertised or promoted by simple listing as for other events.

**Provisional rules** are those which are being tested by a Contest Board

with the aim of possible upgrading to official rules. CDs are urged to include these events in contests so that the rules may be tested for suitability before final adoption—the Contest Board is receptive to suggestions concerned with these rules for improvement, modification, rejection, or any other consideration which may help decide their final status. It should be noted also that unless adequate testing is done by inclusion of provisional events in events, the rules may be eventually rejected on the basis that insufficient interest has been demonstrated to justify continued support. The latter point applies also to supplemental rules.

#### **RULES-CHANGE PROCEDURES**

The procedure for changing, amending, or adding rules to this book is a formal one and should be followed in detail to cause the least amount of confusion among the various people who are concerned with the rulemaking process. Any FAI rules are the province of the CIAM and are enacted and amended by that body. Changes in the rules should be proposed by letter to the appropriate US representative through AMA HQ.

The procedures of the Contest Boards (the bodies that actually enact AMA rules) are set and amended by a 60% majority vote of a body consisting of the Executive Council, Contest Board chairmen, and the Contest Board coordinator after review and comment by all members of the various boards. The timing of these actions need not coincide with the normal rulemaking cycle, so it is likely that information published every two (2) years in the rule book will not be current. Always contact HQ for the most recent information and read the "Focus on Competition" section of *Model Aviation* magazine, which lists those changes, to stay current. Also, read that section to see the full text and Contest Board actions on rules-change proposals.

At this time, the procedure for changing a rule is as follows:

##### **Rules Review Schedule**

These procedures provide and follow a two-year schedule (cycle). The schedule will be strictly adhered to by all board members and administered by the Competitions/Technical Department staff at AMA HQ.

##### **RULE PROPOSAL CYCLE SCHEDULE (Exhibit C)**

###### **Year 1**

**Jan 1–Sept 30** Accept basic rules-change proposals.

**Oct 15** Review of basic rules-change proposals by chairpersons completed.

**Oct 30** Proposals published.

**Oct 31–Nov 30** Comments from general membership accepted.

**Nov 31** Initial vote mailed to Contest Boards.

**Dec 15** Initial vote due at AMA HQ by mail ballot or E-mail ballot.

**Dec 31** Results of initial votes published.

###### **Year 2**

**Jan 1–Mar 1** Cross proposals accepted.

**Mar 15** Cross proposals published.

**Mar 31** Interim vote mailed to Contest Boards.

**Apr 15** Interim vote due at AMA HQ by mail or E-mail.

**May 15** Final vote sent to Contest Boards.

**Jun 15** Final vote due at AMA HQ.

**Jul 1** Final vote results published.

**Jul 31** Manuscript for new rule book generated and mailed to Contest Board chairpersons.

**Aug–Nov** Make final changes to rule book and generate rule book.

**Nov–Dec** Publish/post online the rule book.

#### **Proposal Preparation and Submission**

Any Open-class AMA member may submit a rules-change proposal by filing a completed **Rules Change Proposal Form** (AMA Document 333 at [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx)) with AMA HQ by the specified postmark deadline. Upon receipt of the proposal at HQ it will be reviewed by the HQ Competitions/Technical Department staff to assure that it has been properly submitted (correct form used, properly filled out, required signatures, clearly stated proposals). If the proposal, as submitted, does not pass the review at HQ it shall be returned to the proposer with an explanation of what is required to present it properly. The proposer will have 15 days from the postmark date of the HQ notification to make corrections required for the proposal to be accepted.

## TYPES OF PROPOSALS

There are five basic types of proposals: Basic, Cross, Safety/Emergency, Urgent, and Interpretation

### Basic Rules-Change Proposal

Basic rules-change proposals may be filed by any Open-class AMA member (as outlined). This form of proposal is the “normal” type of proposal filed to request a rules change. Basic Rules Change Proposals follow the schedule established by exhibit C, as such they must be submitted in the first year of the rules-change cycle, within the deadlines established by exhibit C.

### Cross Proposals

Cross proposals may be filed by any open class AMA member (as outlined). Cross proposals are alternate means of accomplishing the objectives of a basic proposal which has passed the initial ballot (see Contest Board Voting section). While there is broad latitude in allowing alternative proposals, the original objective should be retained. (*Cross proposals will not be used to introduce new rules changes or to reintroduce proposals that were defeated in the Initial Ballot.*)

## OFF-CYCLE PROPOSALS

Because of the relatively long time required to get a rules proposal through the normal process, there are alternative paths for legislation which may be enacted quickly. These proposals may take the form of a Safety/Emergency, Urgent or Interpretation proposal. Each serves a different purpose. The technical director (in conjunction with the Contest Board chairperson or coordinator) will determine which of these various categories a proposal should fall into, based on the content or the perceived dangers of delaying action on the proposal. New rules put in place by Urgent or Interpretation proposals shall become mandatory on January 1 of the year following their original issue (see 8.3.5). Rules put in place by Safety/Emergency proposals are put into effect immediately.

### Safety/Emergency Proposals

In general, proposals addressing problems which might result in loss of life, affect people’s health, or cause excessive property damage may be given Safety/Emergency status. The intent of a Safety/Emergency proposal is to quickly modify or enhance an existing rule to create a safer flying environment—an actual change in a rule is indicated in such a proposal. Such proposals will be acted upon in ways described in 8.3.3 following.

### Urgent Proposals

Urgent proposals are neither an interpretation of existing rules nor necessarily related to safety. Urgent proposals cannot wait for the normal rules-change cycle due to there being a problem with the current rules that adversely affects the event in some manner. An Urgent proposal will constitute an actual change in the rules, and therefore the justification for this type of proposal must be very closely scrutinized to prevent abuse. Urgent proposals will be acted upon as described in 8.3. using options “B” and “C.”

### Interpretation Proposals

An Interpretation proposal does not change the existing rule but provides information designed to clarify it. It deals with interpretations of the rules, or ways in which the rules are applied in the field, where situations are not clearly dangerous. Interpretation proposals will be dealt with as described in 8.3 using options “B” and “C.” This is the only formal method by which a rule may be interpreted. The full document on Contest Board Procedures is available from AMA HQ and covers much more than this brief summary. However, this brief version should allow each reader to fulfill his/her responsibility in the running of our organization in a democratic way.

## GUIDELINES FOR CONTEST COORDINATORS

Contest coordinators are charged with the responsibility of promoting the sport by reducing the conflicts retained. Cross proposals will not be used to introduce new rules changes or to reintroduce proposals that were defeated in the Initial Ballot that inevitably arise in a heterogeneous hobby like ours. This is best done by people at the local level, making responsible decisions about conditions in their own districts. While we recognize the absolute necessity for judgment at the local level, we offer the following guidelines so that in the event of a lack of precedent or lack of familiarity with particular problems, there may be a certain degree of uniformity among decisions.

**Protected Drawing Area.** The base on which the system is built is that of protected drawing area. Actually, this should be interpreted as modeler

population, but this is very difficult to use even in the most general sense. Only after years of experience in a certain district can a coordinator develop a feel for who flies what and lives where. It is hoped that those coordinators who have developed this information will use it rather than rough area measure which we propose here.

In general, on the same date, there should be at least the following distances separating contests:

Class A	100 miles
Class AA	300 miles
Class AAA or AAAA	450 miles

*(These distances should be scaled down in high-population-density areas and should be scaled up in low-population areas.)*

**Class AAA or AAAA meets** are not to be allowed to conflict with an AMA-sponsored national or international contest anywhere in the country, but Class A and AA meets may be allowed provided that they are at least 1,000 miles away. FAI semifinals or finals are not considered to be in conflict with other meets that do not offer the same events. Traditional Class AAA or AAAA meets may be scheduled in conflict with FAI semifinals or finals if the CD of the Class AAA or AAAA meet is informed of the conflict and does not choose to change dates. This concession is due to the fact that both types of meets are generally scheduled on three-day weekends, and these are in very short supply.

*(Note: The Nats shall be identified by an AAAA contest classification. Only one such competition may be held in a given year. The Executive Council shall be the sole determining authority, relative to whether the competition is held, the dates of its operation, and the location.)*

**Traditional Contest.** Any Class AA, AAA, or AAAA contest that has been held annually on the same date or weekend for the last three years shall be considered a traditional contest and shall be allowed first choice of that usual date and take precedence over any Class AAA or AAAA contest date, provided that the sanction application and fee are submitted from six (6) months to one (1) year before the desired date. Such traditional dates may be reassigned if no contest sanction request is received within such time period. The AMA district vice president is authorized to change, either permanently or temporarily, the date of any contest that has traditional status, to help alleviate the problem of internal conflicts.

**Conflicts of Contests in Different Categories.** Contests in different categories (Control Line, Free Flight, Indoor, Radio Control) should not be considered to be in conflict in the protected-drawing-area concept. Sanction issuance to several contests that are restricted on a category basis in a small area is encouraged.

**Acceptance of Sanction Applications.** Sanction applications may not be honored if submitted more than one (1) year or less than 30 days prior to the proposed date of the contest, except that Record Trials and demonstration event applications may be submitted no less than 20 days prior to the proposed date. In the original contest sanction application, the submission of an alternate date or dates acceptable to the applicant are to be set forth.

**Order of Acceptance.** All correctly completed sanction applications accompanied with correct fees will be honored in the order received after consideration of the conditions mentioned above. In all cases of conflicting requests that arrive simultaneously, larger meets will take precedence over restricted meets unless the restrictions nullify possible conflicts as outlined in the rule-book instructions.

**Correct Sanction Applications.** Sanction applications are correct if they meet all the requirements outlined in the front of the rule book. Applications for contests in the next calendar year must include proof that the CD has paid his/her license fees for that year, or those fees may accompany the sanction request.

**Communications Between Contest Coordinators in Adjacent Districts.** It is absolutely imperative that coordinators in adjacent districts cooperate in the issuance of sanctions where the guidelines indicate that a contest will draw participants from a district adjacent to that in which the application is made. In case of possible interference of this type, the coordinator is responsible for communicating with the coordinator of the adjacent district at the earliest possible time so that interference will be minimized.

In cases where this cooperation is nonexistent, or where a coordinator feels that he/she is not operating at maximum efficiency because of lack of cooperation of a coordinator in an adjacent district, it is his/her responsibility to bring this to the attention of his/her district vice president

who will resolve the problem through the vice president of the adjacent district.

**Appeal.** If an individual club is unhappy with its approved date or feels that the date of another club is a result of a procedural error, the affected club officers may appeal to the respective district vice president. The vice president, in making his/her decision, should also contact the vice president and/or coordinator of any other district involved. Decision of the vice president is final.

## SANCTIONED EVENTS

**1. Sanctioned Events.** The AMA sanctions the following types of model activities. Flying activities include Class A, AA, AAA, AAAA contests; Class B contests; Record Trials; and national and international contests that are part of the AMA Team Selection Program. There will be no preferences or priorities extended to any participant(s) on any geographical, organizational, cultural, or social basis. Any such restrictions automatically relegate the activity to a B classification. These activities will be conducted by licensed CDs according to these official regulations.

*(Note: The Nats shall be identified by a AAAAA contest classification. Only one such competition may be held in a given year. The Executive Council shall be the sole determining authority relative to whether the competition is held, the dates of its operation, and the location.) (Note: Liability protection for site owner[s] and/or sponsor[s] in connection with AMA sanctioned events may be obtained from AMA HQ at extra cost above sanction fees. However such protection may already be in effect by reason of the AMA chartered club program; check first.)*

**1.1.** Official medals of the AMA shall be available to clubs and to organizations as awards for achievements in model aeronautics. The medals shall be available without engraving or date so that they may be used at other contests or may be returned to the AMA for credit or refund. Medals which have been engraved or damaged may not be returned. Gold-finish medals will signify first place, silver-finish medals will signify second place, and bronze-finish medals will signify other places. Requests for medals should be made by contacting the Supply and Service Department at AMA HQ.

**2. Application for Sanction.** All sanction applications except for AMA-sponsored national or international contests or finals meets of AMA Team Selection Programs must be submitted by a CD of AMA to the appropriate district contest coordinator no more than one (1) year and no less than 30 days before the proposed contest date. In the original contest sanction application, the submission of an alternate date or dates acceptable to the applicant are to be set forth. Record Trials and demonstration event applications may be made as little as 20 days before the proposed date. All sanction fees must accompany the sanction application. Applications for sanctions in the next calendar year must be accompanied by evidence that the CD has paid his/her fees that year or is entitled to reduced-rate membership for the next year; otherwise the next year's fees must be enclosed with the application. The contest coordinator will forward the sanction application and fees to AMA HQ if no date conflicts exist.

**2.1.** Rain dates are not recognized by AMA, but should a contest be cancelled due to inclement weather, the original sanction may be renewed, but will be considered valid only if the new date has been cleared with the district contest coordinator and AMA HQ so notified.

**2.2.** A sanction can only be issued for continuous dates. If at least a full day separates events, separate sanctions must be obtained for each. By definition, an AMA-sanctioned event shall be understood to include that period of time when the CD or his/her appointed representative is in attendance at the named site on the day(s) listed on the sanction.

**2.3.** Contest sanction applications are required to be filed from six (6) months to one (1) year before the desired date by those wishing to protect a traditional date (per *Contest Coordinator Guidelines*).

**2.4.** The AMA district vice president is authorized to change, either permanently or temporarily, the date of any contest that has traditional status to help alleviate the problem of internal conflicts.

**2.5.** When applying for a sanction, a CD may name an alternate CD to conduct the contest in the event that the original CD is unable to fulfill his/her obligation. In the event that no alternate CD has been named, a

replacement CD may be named by the AMA vice president of the district in which the contest is to be held, by the AMA president, or by his/her appointee.

**3. Classification of Sanctioned Events.** To determine a class of meet in which the number of events is a factor, the only events that are to be counted are events published in the current AMA model aircraft regulations (rule book). These events include those known as Official, Provisional, or Supplemental. Other unofficial events may be held (if they do not violate safety provisions of official events that permit models of similar weight, size, and power), but such events are not to be counted for meet classifications. As a guide to CDs and contest coordinators, those events listed on the AMA sanction application may be counted, and each line of the application is considered a separate event. Rule-book terminology should only be used when the event actually involves competition as described in the event rules.

**3.1. Record Trials.** Competition conducted solely for the purpose of providing opportunity and facilities for attempts to establish or surpass existing official model aircraft records, with no awards provided for the winners. In attempting to establish records, fliers in Record Trials competition shall be permitted as many flights as possible. Where flights are scored according to the highest or fastest single flight time, no limitations shall be placed on the order of flights. In categories scored on the basis of the total flight time for three (3) or more official flights, each attempt to establish a record shall consist of a complete series of three (3) or more official flights so that no flight or flights of one series shall be combined with a flight or flights of another series for scoring purposes. The first flight of a contest series is assumed to be the start of a record attempt. The start of any other record attempts (at a contest or Record Trials) must be declared prior to the first flight of each attempt.

**3.2. Class B Contest.** Entry is restricted to, or preference or priority is given to, members of a club or clubs; or to an organization affiliated with the AMA; or to residents of a confined area, such as a city or county.

**3.2.1.** Entry to a contest may be restricted on an area, club membership, or invitational basis. It may also be restricted to the members of a particular industry or service. It is essential, however, that these restrictions be spelled out in detail on the application for sanction so that the contest coordinator may decide whether conflicts exist. For example, an armed forces contest would not conflict with a civilian contest. Similarly, a manufacturer's invitational would not conflict with a club contest. These will be listed as Class B contests. No protected-drawing-area criteria will be applied to Class B contests.

**3.3. Class A Contest.** A contest with unrestricted entry (to AMA members) that contains at least one (1) rule-book event.

**3.4. Class AA Contest.** A contest in which entry is unrestricted (to AMA members) and which provides at least four (4) sets of important awards through two (2) or more places. A Class AA contest must include at least two (2) events listed in the current model aircraft regulations. Separate age classes in one (1) event will not be counted as separate events for this purpose.

**3.5. Class AAA Contest.** State or regional championships in which entry is unrestricted (to AMA members) and that provides at least 12 sets of awards through three (3) or more places in each event, with at least two (2) events having separate Junior and/or Senior categories. Examples of event combinations that meet these criteria are: four (4) events with each divided into separate Junior, Senior, and Open classes; six (6) events, each with Junior/Senior (combined) and Open classes; eight (8) events, four of (4) which have at least two (2) classes; 10 events, two (2) of which have at least two (2) classes. Other combinations are possible and authorized if they provide at least 12 sets of awards with at least two (2) sets going to age classes lower than Open. A Class AAA contest must include at least three (3) events listed in the current model aircraft regulations. Separate classes in one (1) event will not be counted as separate events for this purpose.

**3.6. Class AAAA Contest.** A national championship event in which entry is unrestricted (to AMA members), designated for a contest within its primary area of activity, on a once-per-year basis—such as the annual Free Flight Championships designated by the National Free Flight Society, the annual Radio Control Pylon Championships designated by the National Miniature Pylon Racing Association, etc. For contest coordinating purposes, such meets shall have a protected drawing area equivalent to

AAA contests. This status may only be granted by Executive Council action.

*(Note: The Nats shall be identified by a AAAAA contest classification. Only one such competition may be held in a given year. The Executive Council shall be the sole determining authority, relative to whether the competition is held, the dates of its operation, and the location.)*

**3.7. AMA-Sponsored National or International Contest.** This is an exclusive sanction class for those events that are specifically approved by the AMA Executive Council and budgeted for operation from AMA funds—such as the annual AMA Nats, (in which entry is unrestricted to AMA members), AMA-hosted World Championships, etc. Such meets shall have a protected drawing area in which no AAA or AAAAA contest shall be sanctioned anywhere in the country on the same date(s), but an A or AA contest may be sanctioned if at least 1,000 miles away—any exceptions to be only by Executive Council approval.

**3.8. FAI Team Selection Contest.** All such contests, for the specific purpose of qualifying participants for AMA official teams to World Championships, shall be sanctioned in the normal manner, except for the finals meets of AMA Team Selection Programs, which automatically shall be sanctioned and made known by AMA HQ.

#### Non-Rule-Book Events

**3.9. Class D Demonstration.** Flight activity performed by a small group of fliers before a crowd of spectators, primarily for purposes of instruction and/or publicity. In addition to the regular form for sanction application, a brief description of the event(s) to be flown and special safety precautions must be included. HQ will grant the sanction if the preparations meet with approval and will notify the event director and the district contest coordinator if not. Class D sanction requests will be submitted directly to HQ. No area protection for dates will be allowed.

**3.10. Class C.** An event with unrestricted entry to AMA members that may or may not offer awards, or an organized get-together of modelers for fellowship, mutual interests, and/or goodwill, and may or may not offer a formal flying competition. A Class C event may be composed of special events, fun-fly events, or any combination thereof. A description of these events and any special safety precautions must be included with the sanction application. HQ will communicate any suggested additional safety requirements. The same date and area protection applies as in A contests. If restricted following the guidelines for Class B events, it should be listed as “C-restricted.”

**3.10.1.** An RC racing event, whether or not an AMA rule-book event, is one in which model aircraft compete in flight over a prescribed course with the objective of finishing the course faster to determine the winner.

- A. In every organized racing event in which contestants, callers, and officials are on the course:
  1. All officials will be off the course except for the starter and their assistant.
  2. “On the course” is defined to mean any area beyond the pilot/staging area where actual flying takes place.
- B. I will not fly my model aircraft in any organized racing event which does not comply with paragraph A above or which allows models over 20 pounds unless that competition event is AMA sanctioned.
- C. Distance from the pylon to the nearest spectator (line) will be in accordance with the current *Competition Regulations* under the RC Pylon Racing section for the specific event pending two- or three- pylon course layout.

Further, all individuals within that area are required to sign a “**Waiver of All Claims, Release of Liabilities and Indemnity Agreement for Radio Control Pylon Events.**” These waivers shall be filed with the AMA as part of the event sanctioning procedure by the CD. If the appropriate waiver form is not provided to the CD as part of the sanction package, it may be obtained from the Competitions Department at AMA HQ.

**4. Who May Compete.** Only those holding a current model flier’s license may compete in sanctioned competition as outlined above. The CD or his/her representative shall examine the sporting license of each contestant to determine its validity and the contestant’s eligibility to compete.

**4.1.** A licensed flier is one who holds a current model flier’s sporting license issued by the AMA.

**5. Age Classification for Contestants.** Age, for the purpose of classification, will be taken as of July 1 of each year. Contestants under 15 years of age are classified as Juniors. Contestants 15 years or older, but under 19, years are classified as Seniors. Contestants 19 years or older are classified as Open fliers. Records are segregated as Junior, Senior, or Open, depending on the age classification of the contestant at the time the record is established.

**6. Builder of the Model.** The CD shall make every reasonable effort to assure himself/herself that each flier has completely “constructed” the model(s) he/she uses in competition, including the covering where used, with “constructed” to be interpreted as the action required to complete a model starting with no more prefabrication than the amount used in the average kit. Models which are completely prefabricated and require only a few minutes of unskilled effort for their completion shall be excluded from competition. In the case of rubber-powered models (excluding Indoor duration models), commercially available balsa, plastic, and hardwood propellers may be used. Materials and design may be obtained from any source, including kits. The builder-of-the-model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event.

**7. Handicaps.** Unless approved by AMA, scoring handicaps are prohibited.

**8. Proxy Flying.** A proxy flier may be designated by the builder only in those cases where the CD is convinced of the physical inability of the builder to fly the model himself. The proxy flier must be of the same age classification as the builder or, if younger, must have the event director’s approval after he/she has assured himself/herself that the younger pilot is capable of flying the aircraft. Inexperience or absence shall not be considered physical inability within the meaning of this ruling. It shall be required, in cases where physical inability is not readily apparent, that the builder produces written evidence to this effect from a competent authority. Proxy flying is specifically prohibited in the following events: Outdoor Hand-Launched Glider, Indoor Hand-Launched Glider, Control Line Combat, Control Line Navy Carrier, Control Line Aerobatics, and all Radio Control events.

**9. Team Entry.** Where two or more license holders enter competition as a team, all shall have taken active part from beginning to completion in the construction of the model(s). Depending on class, one license holder may be designated as the builder and the other team member designated as the pilot. Construction of only minor components such as motor mounts, takeoff gear, etc. shall not constitute taken “active part” within the meaning of this regulation. Since all license holders shall have taken active part from beginning to completion in the construction of a model, re-covering, repainting, and/or repairing does not constitute the “active part” required for team entry. Any of the team members may be designated to fly the model(s), but once a given team member has made an attempt in an event, he/she must make the balance of the attempts in the event, but should the designer become physically unable, then the flying responsibility shall rest with the remainder of the team unless each is physically unable as provided above; in this case, a proxy flier may be designated. Entry should be made in the age group of the oldest team member and in the name of the team, with its individual members’ names listed, and all awards given or records established must be made in the name of the team. No license holder shall be permitted to enter any class or event as both an individual and as a team member, and no license holder shall be permitted to enter a competition as a member of more than one team. An individual entering as a member of a team may enter other events as an individual. Team entries shall not be eligible for high-point or championship awards. All members of a team shall be at the contest site when official flight of the team entry is attempted.

**9.1.** The provisions of this section do not apply to entries in Control Line Team Race where the model may be constructed entirely by one (1) member of the team. Points toward high point or championships given in Team Race shall go to the builder(s) of the model.

**9.2.** Team entries are not permitted in Control Line Aerobatics, Indoor Hand-Launched Glider, or outdoor Hand-Launched Glider events. Models entered in these events must be built according to the “builder-of-the-model” paragraph by one individual who must also be the flier.

**9.3.** The name and address or AMA license number of each of the members of the team will appear on or in the model per the “identification” paragraph of the General rules.

**10. Number of Models.** When the number of models is not specified in the individual event rules or the general sections pertaining to them, each contestant may enter no more than one model in each event. If the event is one in which classes or categories are combined, the model may be one of any of the classes or categories which have been combined.

**11. Competition of Directors.** The director of a contest may compete in all classes of contests or Record Trials except AAA, AAAA, or AAAAA, or AMA-sponsored national or international contests, provided that there is another CD available and in charge while the primary CD is competing and also responsible for any decisions regarding or related to such competition during or after such competition. In all cases, the primary duty of the CD and all the contest officials is the proper execution of the contest, and no activity shall be permitted to interfere with that duty.

**12. Equipment.** CDs are directly responsible for ensuring that: (1) Any and all equipment required for the contest is available and (2) scoring and recording equipment necessary for the efficient conduct of the contest is available.

**13. Takeoff Facilities.** Smooth runways or platforms of sufficient size to permit unassisted takeoffs (at least 4 x 16 feet for outdoor events) shall be provided for rise-off-ground (ROG) events. Platforms, if used, are to be horizontal and are not to be raised more than 6 inches from the ground. For rise-off-water (ROW) events, the water shall have sufficient surface area to permit unassisted takeoffs and shall not be less than 6 inches deep.

**14. Terrain.** The contest site shall be reasonably level and shall not be elevated above the adjacent area so as to afford FF contestants an advantage. Flight areas for CL events shall be smooth, to facilitate takeoffs and landings.

**15. Officials.** All sanctioned contests and Record Trials shall be conducted by a CD who has been appointed by the AMA. To receive an appointment, AMA members may apply to AMA, and upon completion of the current process for CD qualification, the individual will be a CD.

**15.1.** Whenever possible, CDs should staff key positions of contest management with other CDs.

**15.2.** CDs are responsible for ensuring that each judge and/or timer has no physical limitations which will impair his/her performance of official duties.

**16. Report of Competition.** Within seven (7) days following a competition, the CD shall report the results to AMA HQ, using the standard report form. This report shall list complete results of events where five (5) or fewer are registered and the first five (5) place winners of events where six (6) or more entrants register. In addition to the fliers' names, their AMA license numbers, addresses, and age classifications shall also be given.

#### **17. Disqualification:**

**Exclusion.** Contestants may be disqualified or excluded from any or all events if guilty of an infraction of contest rules, unsportsmanlike or discourteous conduct, infraction of good safety practice or procedure, or conduct detrimental to the well-being of model aviation. If, after entry in an event, a contestant is found to be ineligible to compete in that event, all of the contestant's flights in that event are to be canceled and any awards won in that event returned. If judged guilty of willful misconduct, the contestant shall lose all claims to awards and shall be liable to be expelled from the contest site. Repeated or particularly vicious acts of willful misconduct may result in suspension or revocation of the contestant's model flier's sporting license or in expulsion of the contestant from membership in the AMA. If action is taken to suspend the contestant's model flier's sporting license, the contestant shall have 14 days after notification in which to present in writing why such action should not be taken. Any action taken to revoke a contestant's model flier's sporting license or to expel the contestant from membership in the AMA shall be taken in accordance with the notification and hearing procedures set forth in Article V. Section 3 of the AMA Bylaws.

**17.1.** Models damaged in landing are not to be disqualified except for safety reasons as may be determined by the CD.

**17.2.** The CD at an AMA sanctioned event shall have irrevocable authority to disqualify or prevent from flying any participant whose ability to fly is impaired (in the CD's opinion) by the use of alcohol or drugs.

**18. Protests.** Protests concerning the conduct of a meet or Record Trials will be considered only when presented in writing, by a contestant or official in that event, to the CD no later than one hour after the close of the contest or Record Trials. The protest must report in full the action or decision, the names of entrants and officials involved, and complete details. The CD must accept the protest. He/she may return it to the protester with his/her reasons, in writing, for not acting on it, but he or she should make every effort to assist the protester in acquiring any information he/she may need to present a complete document in the proper form. This section applies to all AMA-sanctioned competition concerning events involving rules included in this rule book. Protests concerning matters apart from conduct of a contest may be directed in writing, within three days, to the Contest Board chairman as in the "appeal" paragraph. If the problem is related to any officials' actions, a copy of the protest should be sent to those officials. A person who is the subject of a protest action shall be so notified and shall be invited to submit a written statement before the protest is acted upon.

**18.1. Protest Procedures.** Whether a protest is to be submitted within one (1) hour of the close of a meet or within three days depends upon the nature of the meet.

a. Where the protest affects the presentation of awards or the results of the meet do not determine who is eligible to take part in a following meet, as is the case of most AMA contests, the one-hour rule applies.

b. Where the results of one meet determine who is eligible to take part in a following meet, as is the case with FAI qualification meets, the three-day rule applies.

**18.1.1.** In case of doubt as to whether a contestant is eligible to fly in a meet or event, he/she shall be permitted to fly, pending final determination of his/her status; except that where team elimination match or heat-type flying is involved, the decision in dispute must be resolved by the CD before the next step in the event schedule and his or her decision will be final.

**18.1.2.** The three-day period referred to above shall be interpreted to mean that a protest must be postmarked no later than midnight on the third day after the date of the CD's decisions; for example, midnight Wednesday on a previous Sunday's decision.

**18.2.** CDs must answer protests received in accordance with the "protests" paragraph within one hour after receipt of protest in writing to the protestant, with reasons for decision.

**18.3. Appeal.** Protestant and/or the person who is the subject of the protest may appeal a CD's protest decision by sending the CD's answer to the protest, together with the reason for appeal, in writing, within three days after the date of the CD's decision, to the appropriate Contest Board chairman.

**18.3.1.** The Contest Board chairman must rule, no later than three days after receipt of the appeal, in writing to the protestant and the person who is the subject of the protest, with reasons for his decision, with copies of the decision to be forwarded to the AMA President and the technical director.

**18.3.2.** Only if the procedures in the "protests" and "appeal" paragraphs do not produce decisions by the official's concerned, or if it is essential to obtain a decision in less time than that provided, the protestant may appeal directly to the AMA President. The President will follow up his/her action by sending written copies of his/her decision to the protestant, the CD, the appropriate Contest Board chairman, and the AMA technical director. Any action of the President will be final without further recourse or appeal. If there is insufficient time for the appeal procedures to operate completely, the decision of the last official involved will be final without further recourse or appeal.

**19. Interpretation of Regulations.** The appropriate Contest Board for the category concerned, or the combined Contest Boards for general competition matters affecting all categories, shall be the final authority in the interpretation and execution of these model aircraft classifications and regulations.

**20. Use of Shall and Should.** The word "shall" is understood to be a requirement. The word "should" is understood to be a recommendation.

**21. Amendments to Regulations.** Per current *Contest Board Procedures* available from AMA HQ on request.

## RECORDS

**1. National Records.** Perpetual American model aircraft duration and speed records are homologated by the Contest Boards of AMA. Perpetual records may be established at any time and shall continue until exceeded or affected by rules changes in the Official Regulations.

**1.1.** Records may be established in four (4) basic categories of official events: speed, duration, distance, and altitude.

**2. Acceptance of Records.** No record is official until it has been homologated by the appropriate Contest Board of AMA. All records, to be eligible for recognition, must be established in one of the following:

1. An AMA sanctioned Record Trials.
2. An AMA sanctioned contest where record activity is part of that event.
3. A World Championships, sanctioned by the FAI for the appropriate class model where the record activity is part of that event.

The CD must satisfy himself/herself that every applicable AMA regulation has been complied with. Where a record is established at a Record Trials and involves a timed flight, the record time must be the average of times recorded by two (2) timers holding valid AMA licenses. The record applicant and the CD may not serve as timers.

**3. Multiple Records.** When the specifications of a model, the method of timing, and the conditions of flight comply with the rules of more than one class or category, such model with a single flight (or single series of flights) may establish national records in more than one class or category if the performance exceeds the existing records. Responsibility for applying for national records rests with the flier and CD.

**4. Report of Record Performance.** Within 14 days, according to postmark, following a performance believed to establish a national record, the flier or the CD shall submit to AMA HQ the following information: event (including field or ceiling category, if applicable), claimed record performance, contestant's name, AMA number, address, age classification, date, place of record performance, signature of the CD, and the contestant's signature. This may be in the form of a completed official record application form or simply a statement by the contestant. In order for the record to be homologated, the flier or the CD must submit to AMA HQ a report of the performance on the appropriate form. All information requested on the form must be given, and in every case in which a model other than a standard kit model is used, the form must be accompanied by a three-view drawing of the model with all pertinent dimensions given.

*(Note: The signature of the CD should be obtained at the contest. His/her signature implies that he is satisfied that the performance meets all applicable AMA rules. It is the contestant's responsibility to make sure that the CD processes the model or takes whatever other steps are necessary to be able to sign the application in good conscience.)*

**5. Flights After Contest Close.** In events involving a series of flights, the CD may permit a contestant to make additional flights of a series after the official closing time of the contest in order to attempt to set a national record, provided at least one flight of the series was made before the official event closing time. Flight may not be made after midnight of the day of the contest, or such times as are specified by other parts of these rules.

### **6. Homologation of AMA Records Set Outside the US.**

**6.1.** Record applications will only be considered when they result from performance by members of the official US team or the incumbent World Champion who is a US citizen, as part of a regular World Championships.

**6.2.** A document must be attached to the record application which attests that the model and the conditions under which it was flown meet all the criteria for the event in which it was flown.

**6.3.** This document must also list any additional information applicable to CIAM record homologation (ceiling height, wind velocity, etc.).

**6.4.** The document must be endorsed by the director of the World Championships.

**6.5.** The record, if homologated by the appropriate Contest Board, will be posted in the appropriate category(ies) with records set in the US, and will not be differentiated from them in any way.

## SELECTION OF CHAMPIONS

**1. Applicability.** The following system for selecting all categories of champions has been adopted by the AMA Contest Boards. It may be used as a guide for high-point or championship awards at contests.

**2. Individual Champions.** Flying for Individual Championships awards will be limited to nine events: two in Free Flight Gas Power, two in Free Flight non-gas power, two in Control Line, and three in any of the categories the contestant may select.

**2.1.** The flier need not compete in all nine events but he/she must declare his/her events at the beginning of the contest.

**2.2.** Points for Individual Champions shall be awarded to each contestant based on a straight line graph drawn from the winning score to a zero score. All age group times shall be combined. All first places, and only first places, shall receive 100 points. An exception would be a tie for first place; identical scores shall receive equal points. In the Outdoor Free Flight events all contestants who max out (three maxes in AMA events, seven in FAI events) shall receive 100 points.

**3. Champion Club Team.** Each club team shall be limited to five fliers. These five fliers must be regular members of the same AMA chartered club, and all must reside in the same general area. No individual may fly for more than one team. Points shall be awarded to each team member as outlined in section 2.2. These points may be awarded only for performance in not more than nine events, which must be declared prior to the start of competition.

**4. Champion Team.** Each team shall be limited to five members and may be made up of modelers from diverse geographical areas. Armed services teams made from diverse locations may compete. The scoring system used in selecting such champions will be identical to that used in selecting the Champion Club Team.

**5. Category Champions.** Scoring for Category Champion shall be limited to a maximum of  $N/2$  events or nine events, whichever is less, where N is the total number of events available to be flown by a contestant in that particular category at the meet (Free Flight, Control Line, Indoor, Radio Control, and Scale). If  $N/2$  is a fraction, the next highest integer will be used. Example:  $5/2$  equals 2.5, so the contestant may be scored for a maximum of three events for Category Championship.

**5.1.** The contestant need not compete in all  $N/2$  events, but he/she must declare on his/her entry form which of the events (up to the maximum of  $N/2$  or nine events) he/she wishes to be considered for scoring. No more than five Control Line Speed events may be considered in scoring for the Control Line Category Champion.

**5.2.** Points for Category Championships in Outdoor Free Flight events shall be awarded to each contestant based on a straight line drawn from the winning score to a zero score. All age group times shall be combined. For scoring purposes, the winning score shall consist of only as many flights as were required to determine a winner (i.e., if first place has 10 maxes and second place has five maxes, then six maxes shall constitute the winning score; if first place has six maxes and 30 seconds and second place has four maxes and 10 seconds less than a fifth max, then five maxes would constitute the winning score). For national record purposes a flier should be allowed to continue to max out within the rules of the event.

**5.3.** Points for all other Category Championships events shall be awarded each contestant based on a straight line graph drawn from the winning score to a zero score. All age group times shall be combined. All first places shall receive 100 points: contestants tied for any place shall receive identical scores.

**6. Grand Champion.** The Grand Champion shall be chosen from the Individual Champions, with points awarded as outlined in section 2.2.

## GENERAL

**1. Gaseous Boosts.** Models in which gases other than air at normal atmospheric pressure enter their combustion engine(s) shall not be permitted in any sanctioned competition. This is not to be interpreted as ruling out supercharging or other methods of increasing the density of the air (or air/fuel mixture) entering the engine. The intent is to restrict the use of compressed gases (oxidizers or fuels) on board the aircraft.

**2. Metal-Blade Propeller(s).** Propeller(s) utilizing metal blades shall not be permitted in any sanctioned competition.

**3. Damage to Propeller(s).** Damage to propeller(s) caused by striking runway or other obstacles that result in a piece of the propeller being dropped does not constitute reason for the flight to be declared unofficial unless, in the opinion of the CD, safety is compromised.

**4. Identification.** I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors. Individual events listed within this (*Competition Regulations*) may have additional identification requirements which must be adhered to.

**5. Preparation for Flight.** The flier or proxy flier must start and regulate the engine of Free Flight powered models, wind the motor of Rubber models, and operate the launching apparatus of Free Flight Gliders. The flier or proxy flier of an Indoor model must either hold the model or wind

the motor; auxiliary winding devices that facilitate one-man winding are permitted if operated by the flier. Engines of Control Line and Radio Control models may be started and regulated by an assistant. Launching apparatus for Radio Control gliders may be operated by an assistant.

**6. Repairs.** In events allowing use of only one model, parts of another model's airframe may not be used in repairing, except propeller(s).

**7. Fuels.** Fuels containing tetranitromethane or hydrazine, because of their extremely hazardous nature, are banned.

**8. Review of Scores.** It is mandatory that all contestants of Class AA, AAA, and AAAA meets, who desire to do so, be permitted to review their detailed score sheet (e.g., in Control Line Aerobatics, the score for each maneuver; in Scale, the score for each characteristic judged, whether of a static or in-flight nature; in Navy Carrier, the scores for high speed, low speed, landing, and bonus) for each flight prior to attempting any subsequent flight(s) and in all instances prior to announcement of winners and awarding of prizes.

It is recommended that the contestant be provided with a carbon copy of the actual score sheet for the purpose of complying with this regulation. Neither the contestant nor anyone representing him/her shall talk to an event judge regarding any contestant's score during the contest, unless judge and event director or CD are the same person. All questions regarding the score sheet are to be asked of the director. Violations of this rule are sufficient cause for flight or entry disqualification. While errors in score computation shall be corrected, at no time shall the number of points awarded for an individual maneuver or characteristic be altered.

## ORGANIZATIONAL INFORMATION

### BYLAWS OF THE ACADEMY OF MODEL AERONAUTICS, INCORPORATED

As of July 1997

#### ARTICLE I

##### Name, Location, and Incorporation

**Section 1.** The name of this organization shall be THE ACADEMY OF MODEL AERONAUTICS, INC. and shall hereinafter be referred to and designated as the AMA.

**Section 2.** The principal office of the AMA shall be located as directed by the Executive Council.

**Section 3.** The AMA is a non-profit corporation organized under the District of Columbia Non-Profit Corporation Act.

#### ARTICLE II

##### Purposes

Subject to the limitations set forth in the Academy of Model Aeronautics, Inc., Articles of Incorporation, the primary object of the AMA is to promote and foster educational and scientific advancement in model aeronautics, to give recognition to model leadership and to provide guidance and direction of national model aeronautic affairs by those individuals who, through their accomplishments in the model field, have demonstrated their qualifications for such responsibility. More particular purposes are listed below, but shall not be considered exclusive.

(a) To encourage the study and discussion of scientific problems and to disseminate scientific news and views.

(b) To organize and sponsor discussion conferences and the presentation of technical papers at such conferences.

(c) To encourage through recognition, leadership in model aeronautics.

(d) To recognize leadership of unusual quality by the conferring of special honorary titles.

(e) To encourage joint discussion directed toward group agreement on development needs relating to model aviation.

(f) To keep model leaders informed through the publication of scientific journals and news bulletins.

(g) To encourage the contribution of articles on the development of model aeronautics for the AMA publication.

(h) To associate interested organizations and individuals for group support of education and development needs related to model aeronautics.

(i) To guide and direct national model activities to the end that model aeronautics may be advanced in the United States in a manner that will best serve model aviation as a whole.

(j) To guide and assist in the acquisition and retention of flying sites for the further growth and development of model aeronautics.

(k) To establish and maintain official regulations governing the conduct of model airplane records and contests and issue sanctions for same.

(l) To direct the technical organization and conduct of national and international model contests held within the United States and to act through the National Aeronautics Association as the aeromodeling representative in the United States for the Federation Aeronautique Internationale.

(m) To license model aircraft and fliers thereof for competition.

(n) To promote recognition in the United States and abroad of all officially sanctioned competitions and records which are conducted by AMA Contest Directors.

(o) To have as its guiding principle, Of, By, and For the Model Airplane Enthusiast.

(p) To operate through the National Aeronautic Association in representing all activities of United States Aeromodeling to the FAI, such operation to be in accordance with a written agreement between AMA and NAA.

#### ARTICLE III

##### Membership

**Section 1.** Any individual who indicates an interest in the building or flying of model aircraft or in furthering the purposes of the AMA shall be eligible for membership. The membership shall be divided into classes as follows:

(a) **JUNIOR MEMBERS.** Those who are under 15 years of age as of 1 July.

(b) **SENIOR MEMBERS.** Those from 15 but under 19 years of age as of 1 July.

(c) **OPEN MEMBERS.** Those 19 or more years as of 1 July.

**(d) LEADER MEMBERS.** Those Open members who have demonstrated an above-average interest and/or participation in AMA matters and who qualify in accordance with Executive Council-approved requirements.

**(e) SPECIAL MEMBERS.** Restricted benefit memberships, reduced rate memberships, temporary memberships, used in connection with special and temporary programs. These members shall be entitled to benefits that are limited at the discretion of the Executive Council.

**(f) ASSOCIATE MEMBERS.** Those members of other organizations who desire to affiliate with the AMA in accordance with written agreements between the AMA and the participating organization. These agreements shall be subject to Executive Council approval.

**(g) HONORARY MEMBERS.** Those individuals who are given special recognition of contributions to model aviation or the AMA, upon approval of the Executive Council. Such members shall be entitled to privileges and benefits as the Executive Council shall determine.

**(h) CONTRIBUTING MEMBERS.** Those who, as individuals or organizations, advance the purposes of the AMA by financial support. Such members shall be entitled to privileges and benefits as the Executive Council shall determine.

**(i) LIFE MEMBERS.** Those who have made a financial donation, under criteria established by the Executive Council. The Life member shall be entitled to full membership, privileges, and benefits, for life.

**Section 2.** The Chartered Club is the local division of the AMA. It is the vehicle for recognition of any geographic grouping of AMA members.

**(a)** The Charter provides the local organized group with added insurance protection for the club, the club officers, and flying site owners. Other services such as assistance in acquisition and retention of flying sites, materials for public relations, and legal counsel, when necessary are available to the Charter Club.

**(b)** All members of the Chartered Club, including officers, must be members of the AMA (except Associate members who are not officers, defined as a wife, husband, child, or parent of an active club member who does not operate models as part of the club activity); such member must be listed on the Charter as an associate.

**Section 3.** The Executive Council's determination on eligibility or class of membership shall be conclusive. Upon acceptance for membership, each individual shall agree to accept the Articles of Incorporation and Bylaws of the AMA and to pay such dues as may from time to time be determined by the Executive Council. No member shall have any right, title, or interest in or to AMA property.

## ARTICLE IV AMA Fellows

The title of "Fellow" will be conferred by the AMA upon individuals who, in the opinion of the Executive Council, have performed exceptionally meritorious service for model aeronautics. Fellows shall thereafter have free membership privileges for life.

## ARTICLE V Resignation, Termination, Disciplinary Action, Exclusion, Expulsion, and Reinstatement of Membership

**Section 1.** Any member in good standing may resign his membership by giving notice in writing to AMA.

**Section 2.** If any member ceases to have the qualifications necessary for membership in the AMA, his membership shall thereby terminate, subject to reinstatement upon restoration of eligibility.

**Section 3.** Any individual may be expelled or excluded from membership by the AMA by a two-thirds (2/3) majority vote of the Executive Council if, in the Executive Council's determination, such individual willfully commits any act or omission which is a violation of any of the terms of the Articles of Incorporation, Bylaws, or Rules of the AMA, or which is detrimental to the AMA or to model aviation. Expulsion from membership is subject to the following procedures and rights.

**(a)** A written statement of formal charges against a member suspected of such an act or omission and a written notice of proposed expulsion from membership, stating the date, time, and place where such action is to be considered by the Executive Council, shall be drafted under the direction of the President.

**(b)** At least thirty (30) days before such action is to be considered, the written statement of formal charges and the written notice of proposed expulsion shall be mailed to each member of the Executive Council by ordinary mail and to the member charged by certified mail to his last known address.

**(c)** The charges and proposed expulsion shall be considered by the Executive Council in Executive Session in a hearing at the date, time, and place specified in the notice of proposed expulsion. At the hearing, the member charged shall have an opportunity to present a defense, and a record of the proceedings shall be kept.

**(d)** The vote of the Executive Council regarding the proposed expulsion shall be by secret ballot. To assure neutrality, any member of the Executive Council representing the member charged or representing any party aggrieved by the acts or omissions under inquiry shall be disqualified from attending the hearing or voting upon the question of expulsion, and the two-thirds (2/3) majority vote necessary for expulsion shall be determined as if the Executive Council were reduced by the number of its members so disqualified.

**Section 4.** Any member who is expelled from membership may be reinstated to membership only by a two-thirds (2/3) majority vote of the Executive Council.

**Section 5.** The Executive Council shall have the authority to provide for and to impose disciplinary action for such acts or omissions described in Section 3 of Article V which do not justify expulsion from membership.

## ARTICLE VI Dues

The Executive Council shall set dues for all types of AMA membership. Any AMA member who fails to pay annual dues within thirty (30) days after they are due and payable shall be dropped from the membership rolls. In any event, a member's dues must be currently paid in order to exercise the right to vote.

## ARTICLE VII Books and Records

**Section 1.** The AMA shall keep correct and complete books and records of accounts and shall keep minutes of the proceedings of its members, Executive Council, and committees having any of the authority of the Executive Council.

**Section 2.** A record of the names and addresses of its members entitled to vote shall be kept at the principal office of the AMA.

## ARTICLE VIII Meetings

**Section 1.** The Executive Council will have at least one annual meeting to be called with at least twenty (20) days notice by the President.

**Section 2.** Special Executive Council meetings may be called by the President, or by any five Executive Council members, or shall be called upon the written request of 5% of voting members of the Academy. The purpose of a Special meeting shall be stated in the call. Except in cases of emergency, as determined by the President, at least 15 days notice shall be given.

**Section 3.** A regular meeting of the membership shall be held annually at the call of the Executive Council, which may in its discretion call a special membership meeting at any time. The Executive Council shall call a special membership meeting upon written request of 5% of the voting members. The date and place of the membership meeting shall be as determined by the Executive Council. Meeting announcements shall be sent to each member of the AMA, or announced in the AMA's official publication, at least 45 days prior to the meeting date.

**Section 4.** The voting body at the annual membership meeting of the AMA shall be all Open AMA members in good standing. A quorum shall consist of the registered AMA members present. The Chairperson of the annual membership meeting shall be the President, or if unable to preside, someone designated by the Executive Council. All issues duly moved and passed at the membership meeting shall be mandates to the Executive

Council for review and final determination at the next regular meeting of the Executive Council.

## **ARTICLE IX**

### **Nominations and Elections**

**Section 1.** AMA officers shall be nominated by a Nominating Committee composed of the District Vice Presidents (or an Open member from the district of the absent Vice President as designated by the absent Vice President), and the Executive Vice President (or an Open member as designated by the absent Executive Vice President). The Nominating Committee shall operate annually and under procedures defined in the Standing Rules attached to these Bylaws. The Nominating Committee shall be responsible for nominating the candidates for each office to be vacated at the end of the year.

**Section 2.** No AMA officer, currently serving in office, who has been properly nominated for reelection to the same office, shall be denied a place on the ballot except that the Nominating Committee by a vote of  $\frac{3}{4}$  of those present and voting shall withhold such officer's name.

**Section 3.** To be eligible to discharge the duties of AMA President, a nominee must be a Leader member of the AMA and must previously have served as a member of the Executive Council or as Associate Vice President or as a Contest Board member for at least one year.

To be eligible to discharge the duties of an elected AMA officer other than President, a nominee must be a Leader member of the AMA.

To be eligible to discharge the duties of an appointed AMA officer, including Associate Vice President, Contest Board member, and Contest Coordinator, an appointee must be a Leader member of the AMA.

**Section 4.** The President, Executive Vice President and Vice Presidents shall be elected by mail ballot of Leader and Open members. A plurality vote shall elect. District Vice President candidates shall be nominated exclusively by Leader or Open members who, at the time of such nomination, are bona fide legal residents of the same District as that of which the nominee is also a bona fide legal resident; a nominee, however, can only be nominated for the Vice Presidency of the District in which he or she is a bona fide legal resident. District Vice Presidents shall be elected exclusively by a plurality of those Leader and Open members voting, who, at the time of such election, are bona fide legal residents of the same District as that of which the candidates for such office are also bona fide legal residents. All other elective officers shall be nominated by Leader or Open members, without regard to residential considerations.

**Section 5.** Districts of the AMA shall be determined by the Executive Council.

**Section 6.** Nomination procedures are Standing Rules. The procedures shall be contained in the Executive Council approved Official Nomination Procedures document and this document shall be published in the AMA general membership publication at least 90 days prior to the annual Nominating Committee meeting.

## **ARTICLE X**

### **Officers**

**Section 1.** The officers of the AMA shall be a President, an Executive Vice President and a Vice President to represent each of the AMA Districts. Terms of office for all officers shall be three calendar years or until their successors are elected. The term of office shall begin January 1. In addition, there shall be an Executive Director who shall be selected by a  $\frac{3}{4}$  affirmative vote of the Executive Council, and who shall serve in accordance with a contract approved by the Executive Council.

**Section 2.** In the event of a vacancy during a regular term by death, incapacity, inactivity, resignation, impeachment, removal from office or transfer out-of-district of any AMA official, the following procedure shall be used to replace him to fill out the remainder of his term:

(1) The Executive Council may replace a Vice President as follows: When a vacancy occurs during the regular term of an elected Vice President, two nominees for his replacement are to be selected by the outgoing Vice President (or by the Executive Council in the event of the demise, incapacity, or inaction of the Vice President), one of whom

shall be currently an active Associate Vice President in that district. Any nominee must be qualified for the office of District Vice President as provided in Article IX. An election shall be conducted by AMA Headquarters by mailing ballots to all Open members of the District. A plurality vote shall elect. A period from date of mailing to close of receipt of balloting will be established by the Executive Council. When a vacancy occurs within three months of the end of the current term of office, or when a Council meeting is called or scheduled during the nominating and voting period, the outgoing Vice President (or the Executive Council in the event of his demise, incapacity, or inaction) shall make an interim appointment from among the active Associate Vice Presidents in the district.

(2) The Executive Council may replace a President or Executive Vice President.

**Section 3.** The President shall be the Chief Executive Officer of the AMA. The President shall be a member, ex-officio, of all regular and special committees except the Nominating Committee. The President shall have the authority to establish or dissolve any committees other than those established by the Bylaws or the Executive Council and to appoint or remove committee chairmen, except as otherwise provided by the Bylaws; and to make final and binding decisions relative to unresolved disputes and protests.

**Section 4.** The Executive Vice President shall be the Chief Financial Officer of the AMA, shall monitor the financial and corporate affairs of the AMA, make an annual report to the membership regarding the financial affairs of the AMA; and shall make periodic reports, not less than quarterly, to the Executive Council regarding financial matters of the AMA, and shall assume the duties of the President in the event of a vacancy as described in Section 2. until such vacancy is filled.

**Section 5.** The District Vice President of each of the AMA districts, as a member of the Executive Council, will formulate policy, serve on committees (when appointed), and resolve other matters brought before the Executive Council. The District Vice President will appoint all of the following for his district: Contest Board members, Contest Coordinator(s), Frequency Coordinator, and Associate Vice President. The District Vice President is responsible for maintaining Academy contact within the district and providing coordination with Headquarters on AMA matters.

**Section 6.** The Associate Vice President is not an elective office. He is appointed by the District Vice President of his AMA district. The number of Associate Vice Presidents within each district will be established by the Executive Council in accordance with the specific needs of each district. The Associate Vice President will serve as a liaison between the members of the district and the District Vice President. He may attend functions on behalf of the Vice President and perform other duties as required within his specific area.

**Section 7.** The Executive Director shall be the Chief Operating Officer of the AMA. He shall be directly responsible to the Executive Council for the operation of the AMA Headquarters staff and for the conduct of AMA business. He shall be responsible for accepting funds and making disbursements, for keeping books and records required by the Articles of Incorporation, the Bylaws, the Executive Council or applicable law, for the submission to the Executive Council of an annual report on income and expenses of the preceding year and for a budget for the coming year (at such time or times as the Council may direct). The Executive Director shall assist the President, Executive Vice President, and the Vice Presidents in the performance of their respective duties.

## **ARTICLE XI**

### **Executive Council**

**Section 1.** The management of the affairs of the AMA shall be vested in a governing body, to be known as the Executive Council.

**Section 2.** The Executive Council shall be composed of the President, the eleven District Vice Presidents, Executive Vice President, and an ex-officio member who shall be an officer of the National Aeronautic Association designated by the NAA. The ex-officio member shall have the right to vote, but he shall not be counted in determining if a quorum is

present at a meeting. The AMA President shall act as Chairperson of the Executive Council.

**Section 3.** The Executive Council shall have the authority to supervise the affairs of the AMA and to establish policies.

**Section 4.** Official decisions may be made by a 2/3 majority mail vote or by a quorum at a Council meeting. A quorum shall consist of at least 50% of current Executive Council members. There shall be no proxy voting; however, a Vice President may designate an Associate Vice President from his district to represent his district at Council meetings with all rights and privileges except the right to vote.

**Section 5.** Decisions of policy shall not be at variance with the stated purposes and objectives of the Bylaws or the Articles of Incorporation of the AMA.

**Section 6.** Any bona fide AMA member may initiate a formal request for Executive Council action by submitting a petition to the Vice President from the district in which the member resides. The petition should include a written description of the nature, type, and extent of Executive Council action recommended. The District Vice President shall forward copies of the petition to the President and to the Executive Director, who shall forward copies to all members of the Executive Council. Either the President or any member of the Executive Council may have the matter placed on the working agenda.

## ARTICLE XII Competition Jurisdiction

**Section 1.** Contest Boards shall be established by the Executive Council as required. A Contest Board shall consist of one member from each district. Contest Board members shall be appointed by the respective District Vice President and their term of office shall coincide with the Vice President's term of office. The District Vice President may replace a Contest Board member for cause at any time or upon the resignation of the Board member. One member of each Contest Board shall be appointed Chairperson of that Board by the President. The President, or his delegate shall be the overall coordinator of Contest Board activities.

**Section 2.** The Executive Council has defined areas of responsibilities for competition jurisdiction, outlining those areas that are properly belonging to the Contest Boards and those belonging to the Executive Council. For this reason no member of the Executive Council shall be a chairman of a Contest Board.

**Section 3.** Each AMA Contest Board shall be charged with drafting national model competition and record rules, enforcement of same, review and evaluation of the rules on a periodic basis, making necessary revisions under the procedures outlined in the "Contest Board Procedures" document provided by the Executive Council. Additionally, various areas of jurisdiction are assigned to the Executive Council exclusively or to the Executive Council and Contest Board acting jointly. These divisions of jurisdiction are identified as subheadings within the various rule book sections.

**Section 4.** Except as provided in Section 5, international aeromodeling activity, including FAI matters, shall be coordinated under the supervision of the President, or his appointed delegate(s). Actions taken by the President or his appointed delegate(s) may be changed by 2/3 vote of the Executive Council. Additionally, the President or his appointed delegate(s) shall represent the United States at international model activities when necessary.

**Section 5.** The President or his designee shall be the FAI-CIAM delegate.

**Section 6.** The Executive Council shall retain power over Contest Board actions and procedures which may create unforeseen legal or conflicting policy questions for the AMA.

## ARTICLE XIII Official Publication

There shall be one or more official publications of the AMA to be published regularly as directed by the Executive Council. The role of

these publications shall generally be to serve as a vehicle to accomplish the purposes of the AMA. They may offer information of general interest to the AMA membership and shall be among the means by which official information is distributed to the membership. The official AMA publications shall be prepared and distributed under the supervision of the Executive Director. The number and nature of official publications shall be determined by the Executive Council. The Council shall also decide whether any such publication shall be provided as a direct benefit of membership (automatically, via dues payment) or supplementary (at extra charge).

## ARTICLE XIV Order of Business

The order of business for each Executive Council meeting shall be determined by the President in consultation with the Executive Director. The President shall be the Chairperson of the meeting. The rules governing the conduct of all such meetings shall be determined by the Executive Council.

## ARTICLE XV Amendments

Recommendations for Bylaws changes may be proposed in writing by any member of the Executive Council, any member of the Bylaws Committee, or any 20 members of the Academy. The Executive Council shall direct proposed amendments to the Bylaws Committee for recommendations prior to deliberation by the Executive Council. If the recommended amendment(s) are accepted by a majority vote of the Executive Council, the amendment(s) must be ratified before adoption by a mail ballot to Leader members. An affirmative vote of 2/3 of Leader members responding within 45 days of issuance of a mail ballot shall adopt the amendment(s).

**NOTE: Article IX—Nominations and Elections—Section 4.** A "bona fide legal resident" has been defined by the AMA Executive Council to be in accordance with the current address in the membership file at AMA Headquarters.

## STANDING RULES TO THE BYLAWS OF THE ACADEMY OF MODEL AERONAUTICS STANDING COMMITTEE

*Relating to Article X, Section 2*

At the first meeting of each year, each Vice President will recommend a qualified replacement in case of the Vice President's incapacity or death.

## GUIDELINES FOR NOMINATING COMMITTEE OPERATIONS

### Composition of Committee:

- All eleven Vice Presidents and the Executive Vice President are to sit on the Nominating Committee and will constitute the Committee in total. (Legal counsel may attend **and should be consulted if a nomination is to be withheld from the ballot.**)
- Members of the Nominating Committee shall not be barred from becoming a candidate for office themselves.
- Vice Presidents who are unable to attend the Nominating Committee meeting may appoint a proxy to vote for his/her district. Qualifications for being a proxy: you must have written permission (E-mail and faxes are acceptable) from the absent Vice President and be a current Associate Vice President or Leader Member from that district. Executive Vice President who is unable to attend the Nominating Committee meeting may appoint a proxy. His/her proxy can be a current adult member from any district, preferably a current Leader Member of the Academy.
- The President and Executive Director are not to be a member of this committee and are not to appoint an ex officio or proxy.
- The Committee meeting is open only to committee members (proxy included) and legal counsel.

### Chairperson Selection and Responsibilities:

- The chairperson shall be elected at an Executive Council meeting prior to the Nominating Committee meeting.
- The chairperson shall be ratified by the President at that meeting.

- (c) The chairperson of the Nominating Committee will verify that all candidate proposals, acceptance statements, and resumes have been received within the time frame described in Candidate Guidelines. This should be done by the chairperson at least 20 days prior to convening of the committee meeting. Prior to this time AMA Headquarters will verify information as it is received and notify the chairperson of any potential problems. If any of these items are missing it is the responsibility of the committee chairperson to contact the candidate, informing him/her of the missing documents and the deadline by which this information should be received. **Chairperson should contact candidate by mail, E-mail, or telephone. Accurate record of times the candidate(s) have been contacted should be kept, if by mail it should be done certified, return receipt.** It will then be the responsibility of the candidate to supply the missing information. All documents must be present at the Nominating Committee meeting.
- (d) At the discretion of the chairperson, legal counsel may be required to attend.
- (e) The chairperson is responsible for providing copies of all documentation to the rest of the committee at the beginning of the meeting.
- (f) The committee shall examine, evaluate, and discuss all written proposals for candidacy of office (see item c, Candidate Guidelines). The nomination letters shall be placed in evidence by the chairperson and at least one of the letters for each candidate shall be read aloud.
- (g) The discussion period shall be limited by the chairperson to reasonable time for ample discussion of the qualifications of each candidate.

#### Meeting Conduct:

- (a) The chairperson shall open the meeting and preside over the proceedings.
- (b) The chairperson shall appoint a recording secretary and a teller. The teller shall not be a candidate for office.
- (c) If an incumbent has been properly nominated and has accepted the nomination, he/she may elect to remain or leave the room during the discussion and/or voting for his/her office.
- (d) Ballot is limited to three (3) nominees, but not required, per office.

#### Recording Secretary and Teller—duties and responsibilities:

##### Recording Secretary shall:

- (a) Keep full, accurate, and detailed written minutes of the proceedings;
- (b) Within 24 hours after adjournment, give a full, written report including the results of all voting procedures to the President, Executive Vice President, Executive Director, and the meeting Chairperson.

#### Teller Responsibility:

- (a) Shall distribute, collect, and tabulate all ballots with the assistance of the Recording Secretary.

#### Voting:

- (a) If only three names are submitted for a district or national office, the chairperson may move for a nomination by acclamation.
- (b) If placing an incumbent's name on the ballot is in question, voting on that issue shall precede voting for other nominees (see c, Candidate Guidelines).
- (c) Voting for placing candidate(s) on the ballot shall follow the sequence of President, Executive Vice President, Vice President.
- (d) One vote per committee member or proxy, per candidate.
- (e) A simple majority prevails (see c, Candidate Guidelines for exception).

#### Finalization of Proceedings:

- (a) At the conclusion of the meeting the committee will verify the minutes and ballot. Such verification will be a recorded vote which requires <sup>3</sup>/<sub>4</sub> of the committee for acceptance. Failing such acceptance, the committee will continue to deliberate until such acceptance is reached. The ballot developed will be final for that election. The acceptance vote will be recorded during the ensuing Council meeting.
- (b) The chairperson will present the written report/voting record of the Nominating Committee meeting to the Executive Council at the first meeting that occurs after the Nominating Committee meeting.

- (c) No person elected to and serving as an active member of the Executive Council shall be paid for any regular column or article in *Model Aviation* magazine. Exception may be made for such articles as the coverage of special events provided prior arrangement was made for said article. Articles and columns printed in the "AMA News" section are not paid contributions. No paid columns may be submitted after the individual has been placed on the ballot.

**After the minutes have been presented to the Executive Council, all notes, minutes and files shall be turned over to the Executive Director.**

#### Adjournment:

An affirmative vote of an adjournment motion duly made and seconded will adjourn the meeting.

#### Candidate Guidelines:

- (a) No person may nominate himself/herself for office.
- (b) No person shall simultaneously hold two positions on the Executive Council. In the event a person holding an office is elected or selected to a second position on the Executive Council, that person must choose which of the two positions he/she will continue, such decision to be made within 48 hours of the announcement of the selection, or else the person so affected will be deemed to have selected to remain in the first office held.
- (c) Incumbent is automatically placed on the ballot, provided that he/she has been properly nominated and accepted, except that a <sup>3</sup>/<sub>4</sub> vote against may withhold the incumbent's name from the ballot (see Bylaws, Article IX, Section 2).
- (d) All nomination letters must be received at AMA Headquarters thirty (30) days prior to the convening of the Nominating Committee's Annual Meeting. If received by electronic mail or fax, it must be received by close of that business day at AMA Headquarters, Muncie IN.
- (e) Candidate must be a legal resident of the district in which the election is being held; this does not apply to the office of President or Executive Vice President.
- (f) Candidate must be a current AMA member with Leader Member status (other qualifications apply to the office of President and Executive Vice President, Article IX, section 2).
- (g) No person elected to and serving as an active member of the Executive Council shall be paid for any regular column or article in *Model Aviation* magazine. Exception may be made for such articles as the coverage of special events provided prior arrangement was made for said article. Articles and columns printed in the "AMA News" section are not paid contributions. No paid columns may be submitted after the individual has been placed on the ballot.

*It is strongly recommended that nominations be mailed by certified mail, receipt requested.*

#### Candidate Acceptance:

- (a) A letter of acceptance by the candidate must be on file at AMA Headquarters 15 days prior to the meeting; if by electronic mail or fax it must be received by close of that business day at AMA Headquarters, Muncie IN.
- (b) Along with a résumé of professional qualifications and model aviation experience, your résumé should include, but not be limited to, the following areas of consideration. (*Note: Campaign Statements to be delivered to AMA Headquarters ten days prior to the Nominating Committee meeting in a sealed envelope. Those not nominated will have his or her statement returned unopened. Campaign statements will remain sealed until after the Nominating Committee has deliberated and determined the candidates.*)

1. Management experience.
2. Financial background.
3. Insurance employment and/or expertise.
4. Legal background.
5. Technical background, including areas of aeronautics, electronics (especially in radio frequency propagation and usage), acoustics (as related to noise studies and analysis), and other areas of engineering.
6. Aeromodeling background must be noted. The individual will be

required, if elected to national office, to deal with questions related to all areas of aeromodeling and should have a broad-based background.

*It is strongly recommended that these documents be mailed certified, receipt requested.*

## CAMPAIGN STATEMENT INFORMATION

Space is normally reserved in the October issue of *Model Aviation* for election campaign statements for those approved for the ballot by the AMA Nominating Committee. Please note that this issue is to be mailed in mid-September, and most AMA members will receive it about the first of October.

“Candidate statements reflect the opinion of the author and do not necessarily represent the official position of the Academy of Model Aeronautics. Candidate statements are published word-for-word as submitted by the candidate and are not edited by the Academy of Model Aeronautics’ staff for grammar, punctuation, or spelling. The Academy of Model Aeronautics reserves the right to remove any portions of any statement which it determines, in its sole discretion, may contain potentially defamatory remarks.”

### NOTE: Guidelines for Statements

No words permitted in all capital letters, bold face, or italics, except per standard, proper usage. The presentation will be entirely in words—without pictures or illustrations.

The amount of space per vice president candidate is limited to 1,560 characters and 3,080 characters for president and executive vice president candidates. It is desired that each candidate’s statement be as close as possible to this maximum. This procedure will automatically ensure that your statement will fit the space allotted. Included in your statement length should be your full name, city and state, and “incumbent” if that is the case.

Copy can be about the candidate or campaign pledges, or a combination of both. Use it to best convince members they should vote for you.

Statement should be placed in a sealed envelope, clearly marked Candidate Statement. Envelopes will not be opened until after the nominations are official. Candidate statements will be returned to those who do not make the ballot.

Vice president candidates meanwhile, should be thinking about who they will want to appoint as district officers (Associate Vice Presidents, frequency coordinator, Contest Board members, contest coordinators). Existing officers can be continued, new ones named, or a combination of both. Be prepared to advise HQ by the first part of December of any changes—as soon as the election results are known.

## OFFICERS

- (A) The following district vice presidents will be elected to a three year term in 1982 for the term 1983 through 1985; 2, 4, 6, 8, 10. The president’s term will be extended one year, through 1983.
- (B) The following will be elected to a three year term in 1983 for the term 1984 through 1986; president, district vice presidents for 1, 5, and 9. The executive vice president and district vice president for 3, 7, and 11 will be given a one year term extension through 1984.
- (C) The following will be elected to a three year term in 1984 for the term 1985 through 1987; executive vice president, district vice presidents for 3, 7, and 11.
- (D) The following will be elected to a three year term in 1985 for the term 1986 through 1988; district vice presidents for 2, 4, 6, 8 and 10.
- (E) The following will be elected to a three year term in 1986 for the term 1987 through 1989; president, district vice presidents for 1, 5, 9.
- (F) Thereafter repeat three year cycles in sequence as per C, D, and E.

*Adopted October 23, 1982*

## ASSOCIATE VICE PRESIDENT

### Relating to Article X

#### 1. APPOINTMENT OF ASSOCIATE VICE PRESIDENTS

**A.** In accordance with the Bylaws of the Academy, as revised 1 May 1989, each District Vice President shall appoint as many Associate Vice Presidents as authorized by Executive Council action. The number of Associate Vice Presidents will vary with District geographic area and member population.

**B.** The Associate Vice President shall be appointed, at the discretion of the District Vice President, in a manner that will best serve the needs of the District. This can be by geographic area or by assignment of a specific group of charter clubs within a District. Each Associate Vice President should be made aware of his/her area of responsibility.

**C.** Until such time as it becomes possible to fund for Associate Vice President travel within his/her area the relative size of the area should be kept as small as feasible. Excessive travel requirements of volunteers should be minimized.

**D.** Associate Vice Presidents may be removed at the discretion of the District Vice President. This could be for non performance in the area of recommended duties or other causes for lack of confidence in associations with members or the Vice President.

#### 2. DUTIES OF THE ASSOCIATE VICE PRESIDENT

**A.** The Associate Vice President will provide a liaison between the District Vice President and the members within his/her assigned area.

**B.** The Associate Vice President will represent the Academy in all matters assigned by the Vice President.

**C.** The Associate Vice President will keep the Vice President informed on activities within his/her assigned area. This can consist of reports on a periodic basis, determined by the Vice President.

**D.** Any Associate Vice President may be selected to represent the District at an Executive Council meeting in the event of the inability of the Vice President to attend the meeting. In this case, the Associate Vice President has all the privileges of the Vice President except the right to vote on matters before the Executive Council.

**E.** The Associate Vice President will submit vouchers for reimbursement of any authorized funds. These vouchers must be submitted through the Vice President for approval.

#### 3. INFORMATION AND MATERIALS PROVIDED FOR THE ASSOCIATE VICE PRESIDENT

**A.** Each Associate Vice President will be provided with the following materials:

- (1) Stationery and envelopes
- (2) Current headquarters directory
- (3) Current list of chartered clubs
- (4) Mailings on important matters dealing with safety, radio frequency, flying site acquisition in the area and other matters as determined by the Executive Council
- (5) Business card supply
- (6) Embroidery of shirts (as provided to the Vice President)

**B.** The District Vice President shall provide the necessary communications to the Associate Vice President to enable him/her to carry out the assigned responsibilities. When possible, periodic meetings should be held between the Vice President and the Associate Vice President.

**C.** The Vice President shall publicize the assigned area or grouping so that clubs within an area will know the person to contact for service. This listing should be made periodically in the Vice President’s column in *Model Aviation* and/or through headquarters’ mailings to the chartered clubs.

*Adopted October 1989*

## HANDLING COMPLAINTS WHICH MAY LEAD TO A HEARING

### Member Discipline:

**1.** Pursuant to the authority of the Executive Council as set forth in Article V, Section 5 of the Bylaws, the Executive Council has the authority to

provide for and to impose disciplinary action for any violation of any of the terms of the Articles of Incorporation, Bylaws, Rules of the AMA, or which is detrimental to the AMA or model aviation. The Executive Council therefore may, at its discretion, promulgate policies and procedures relating to discipline of members which do not justify expulsion from membership. The Executive Council has the authority to discipline members in accordance with such policies and procedures as duly adopted and ratified by the Executive Council. Said policies and procedures are independent of any Bylaw dealing with a member-to-member complaint or complaints regarding contest directors, which investigation and disciplinary procedures may also be subject to the Standing Rules.

2. A member complains to a member of the Executive Council or AMA Headquarters about actions of another member. Most complaints can be resolved at this stage by normal methods.
3. If the complaint is serious, or cannot be resolved by normal methods, the elected officer will consult with the Executive Director—or vice versa if the complaint was made to AMA Headquarters.
4. The Executive Director, the President, and the elected officer will evaluate the complaint and decide whether or not to send a form “Statement of Charges” to the complainant.
5. If a Statement of Charges is sent to the complainant, returned fully completed and executed, then the Executive Director will consult with the AMA President, the District Vice President, and legal counsel about the sufficiency of the Statement of Charges.
6. If the Statement of Charges is deemed sufficient an elected officer will be asked to support sending the notice of hearing by signing a simple statement that he or she supports the action. The elected officer is not asked to prejudge the matter, only indicate that the matter is grave enough to warrant a proceeding.
7. If the Statement of Charges is not deemed sufficient, or if for some other reason there is a decision not to proceed, the complainant will be notified of the decision.
8. If the decision is made to proceed, a Notice of Hearing will be sent to the accused member and to the complainant.
9. The hearing will be conducted by the Executive Council in executive session.

#### COMPLAINTS REGARDING CDs

Complaints regarding a Contest Director (CD) while acting in their official capacity as a representative of the Academy of Model Aeronautics should be made in writing to AMA Headquarters, who in turn will forward to the VP of the District where the complaint originated or where the infraction occurred.

The VP would review the written complaints and contact the complainant if additional information or clarification is required.

The VP would then contact the CD, explain the complaint and request a response in writing.

The VP will review the complaint and the CD’s response, and take whatever course of action is appropriate to resolve the problem, whether it is a warning or a revocation of the CD license. If there is a reprimand given, it should be in writing. The CD may appeal any action taken by the VP, in writing, and request the matter be reviewed by the Executive Council. The Executive Council could uphold the action taken by the VP, overturn it, or refuse to hear it.

*Adopted April 20, 1991  
Amended October 27, 2001*

#### CONFLICT OF INTEREST

- (A) All Executive Council or committee members with an economic interest in the subject matter under discussion should be required to disclose the conflict of interest at the outset of deliberations.
- (B) All Executive Council or committee members with a conflict of interest should be disqualified from voting on the matter under discussion, but may be permitted to participate in the deliberations preceding the vote.
- (C) The comments of an Executive Council member or committee member having a conflict of interest should be confined to the open Executive Council or committee meeting at which the matter under consideration is being discussed. There should be no private discussions with members outside the forum of an open meeting, i.e., there should be no private “lobbying” of the other members.

(D) Appointing as chairman any committee person with an economic interest in matters falling under the committee’s jurisdiction shall be avoided wherever possible.

*Adopted January 1989*

#### OFFICIAL PUBLICATION

*Relating to Article XIII*

**Section 1.** Whenever, in the discretion of the Executive Director, any article, feature, report, or other writing submitted for publication in any official publication of the AMA is deemed to constitute, in whole or in part, a personal attack on any AMA officer or member, the Publications Committee shall have the authority to temporarily defer publication of such article, feature, report, or other writing and to refer the matter to the Executive Council for a determination as to whether publication should occur. Publication shall occur only upon an affirmative majority vote of the Executive Council. Any officer who is the author of, or the target of, the article, feature, report, or other writing submitted for publication at issue shall not be entitled to participate in the deliberations or vote as to whether publication should occur. The vote may be taken by mail or at a Council meeting at which a quorum is present.

#### LEADER MEMBERS

*Relating to Article III*

1. Article III of the Bylaws of the Academy of Model Aeronautics has the provision for membership category of Leader member. The document does not provide the enabling mechanism necessary for the proper identification and award of this category of membership. The Leader member is the most important of membership categories in terms of the operation of the Academy.

The Leader member is identified as an individual performing an above average interest in the Academy and its functions. There is a provision in the bylaws which gives the Leader member the right to vote in such cases as bylaws changes. Nominating procedures for national officers also require that a nominee be a Leader member. This being so, it is necessary that a means be incorporated which will permit the proper implementation of a program to identify and record those members qualified as Leader members of the Academy.

The procedures listed herein will be followed for future award of this category.

2. Application for Leader member status will be made by any Open member using the appropriate form obtained from AMA Headquarters. The form will, in addition to the requirement of endorsements, have provisions for a resume of qualifications. This will be identified to correspond to the three categories of Leader member, (Administration, Scientific and Industrial).

3. The application will be reviewed to determine the category(ies) for which Leader member status will be recognized.

4. Provision should be made for awarding certain individuals Leader membership as a result of service to model aviation. Examples are those individuals having performed extensive activities in the areas of research and other areas of scientific endeavor. This also applies to those individuals in the industry having made continuing contributions to the Academy and the members. These two categories are not as likely as the Administrative leader to be identified and submitted by the general membership as that of the Administrative category.

5. Individuals will, upon being approved as a Leader member, receive a certificate printed on heavy stock and identified with the AMA gold embossed seal. The document will bear the signatures of the President and the Executive Director.

6. The Leader member is the highest level of membership and as such will be noted on the membership card. Other activity categories may be listed as space provides.

*Adopted February 21, 1998*

## NATIONAL AEROMODELING CHAMPIONSHIPS

### Purpose and Organization

Resolved, that the National Aeromodeling Championships (Nats) shall be identified by a AAAAAA contest classification. Only one such competition may be held in a given year. The Executive Council shall be the sole determining authority, relative to whether the competition is to be held, the dates for its operation, and the location. The Nats operations shall be coordinated by AMA Headquarters. While the Academy is recognized as the primary contest sponsor, other entities and organizations may be recognized for co-sponsorship based on financial or other forms of association.

## NATIONAL AEROMODELING CHAMPIONSHIPS

### Purpose:

The primary purpose of the National Aeromodeling Championship (Nats) shall be to select a national champion in specific events as detailed in the official *Competitions Regulations*. Ancillary purposes may be named if deemed appropriate for the nature of a national championships.

### Structure:

The individual events for the National Aeromodeling Championships (Nats) shall be selected from the list of official events named within the official AMA rule book, the *Competition Regulations*. These may include those FAI world championship events in which AMA participates. However, events, either AMA or FAI, which are designated as Provisional or Supplemental will not be included in the competition agenda. Further, those which are designated within the rules as entry level events shall not be included. The events to be included, within the guidelines above, shall be determined by the Nats management committee based on participation in previous Nats and sanctioned contest activity within AMA.

### Competition Level:

It is recognized that the Nats represents a type of competition which includes an extremely wide range of events and interests. In an effort to maintain as much diversity in event offerings as possible and yet retain a high level of competitiveness, the following requirements shall be incorporated. All events included in the Nats competition shall be run by the rules found in the current AMA *Competition Regulations* or the FAI *Sporting Code*. Deviations from those rules may be necessary due to the size and nature of the competition or site restrictions. These deviations will be clearly identified on the entry form and/or related publicity. These deviations may include, but are not limited to, such items as maximum number of participants in an

event, frequency restrictions, number of rounds, etc.

A National Champion shall be named in each of the competition categories listed in the *Competition Regulations*, provided one or more events from that category is included in the competition agenda for the Nats.

A winner in each category will be determined by awarding ten points for a first place finish, nine points for a second place finish and so on to tenth place, which will receive one point. Points are category specific (points gained in a Free Flight event do not count toward national Champion standings in Pattern). The National Champion will be the competitor with the highest total number of points in that Category. For those categories which limit participation solely to participant classification (RC Aerobatics, RC Helicopter), the award will be assigned to the FAI class, or the highest AMA class flown. Each winner will receive an award in the form of a plaque and cash.

### Sanctioning:

The Nats is a unique event in that it is sponsored directly by the national organization. Sanctioning for the event is accomplished directly through Executive Council action. The following guidelines will be adhered to in the sanctioning of the Nats.

1. Following the approval of holding the competition by the Executive Council, all District Contest Coordinators will immediately be informed by mail of the dates and location.
2. Clubs or Special Interest Groups that may have traditional sanctioned contests with designations of AA or AAA scheduled in conflict with the dates for the Nats have the option of rescheduling without jeopardy of losing their traditional date status for the future.

*Adopted January 21, 1995*

### Trophy Policy:

Trophy policy as voted on and approved by the Nats Committee: The Nats Committee realizes the cost of trophies is a large expense and voted that the medallions will appear only on first-, second-, and third-place trophies; any trophies beyond that will be an engraved plate. AMA (Nats) will furnish only up to three trophies; any trophies wanted beyond that must be purchased by the Special Interest Group (SIG). The trophy policy breakdown is as follows: 1-3 entries in an event, only one trophy given by AMA; 4-6 entries in an event, only two trophies given by AMA; 7-9 entries in an event, only three trophies given by AMA.

**Important note:** all numbers are based on pre-registration.

*Adopted October 27, 2007*

## Membership and Renewal Information

### Automated Phone Service

The AMA features an automated phone service that allows callers to connect directly with a given extension. To use this service, you must have a touch-tone telephone. The caller waits for the attendant to answer the call and then can either listen for instructions that include a brief listing of department extensions or can immediately push the number of the requested extension. To return to the attendant or to reach the operator, push "0."

The section at the back of this manual lists many of the services offered by AMA and the extension number(s).

### Park Pilot Program

Park flying is the hottest, fastest growth segment of aeromodeling! Check out AMA's new membership category on the AMA Web site at [www.modelaircraft.org/parkflyer.aspx](http://www.modelaircraft.org/parkflyer.aspx) aimed specifically at getting you started with these exciting, quiet, fun-filled aircraft. Annual Park Pilot Program membership is only \$29.95 and includes \$500,000 in liability coverage.

**Park Flyer Definition:** Park Flyer models will weigh two pounds or less and be incapable of reaching speeds greater than 60 mph. They must be electric or rubber powered, or of any similar quiet means of propulsion. Models should be remotely controlled or flown with a control line, remain within the pilot's line of sight at all times, and always be flown safely by the operator.

A Park Flyer site can be either an outdoor or an indoor venue. When flying at sites specifically designed for Park Flyers, the pilot will keep the model within the established flight boundaries of the field. Members need to take into consideration several factors including piloting ability, weight, size, and speed of the Park Flyer model to determine if a Park Flyer site is an appropriate venue for flying a particular model. The test should be, "Can I fly this model safely and quietly at this flying site?"

### Introductory Membership Program

Show a friend or neighbor our new \$19.95 Introductory Membership program! Help them get started in this exciting sport today! Get all the details at [www.modelaircraft.org/trialmemberapp.aspx](http://www.modelaircraft.org/trialmemberapp.aspx).

We respect the privacy of our members. Occasionally the Academy endorses mailings to our members for approved special programs. At no time do we sell or give our membership list to any outside solicitors.

### Life Membership Information

For a total payment of \$1,500, you can become an AMA member with Life Membership privileges.\*

As a contributing member of The AMA you advance its purpose by financially supporting its programs.

Your Life Membership provides automatic annual renewal of AMA

membership which includes:

- 1) Annual AMA membership card
- 2) Publication service (*Model Aviation* magazine which includes "AMA News" and "Focus on Competition")
- 3) Permanent metal license card
- 4) Life Member cloth patch
- 5) Continuing recognition of your contribution through issuance of special "L" AMA number. Example: L165.

\*Alternate pay plans are available: \$375 down and \$375 per year for the following three years or any combination dispersed over three years or less with a minimum down payment of \$375.

### **Credit Card Services**

AMA has partnered with U.S. Bank to provide a credit card that helps you support the sport and the AMA and put money in your pocket! Check it out today at [www.modelaircraft.org/promos.aspx](http://www.modelaircraft.org/promos.aspx).

### **Ameritas Dental and Vision Program**

To enroll in the Ameritas Dental and Vision Program, go to [www.gisconline.com/ama](http://www.gisconline.com/ama) or call (765) 287-1256, extension 275 and we can send an enrollment form to people who do not have Web access.

### **Harris Connect**

AMA has partnered with the premiere directory publisher in the industry, Harris Connect. Show everyone a picture of your latest project or just stay in touch with modelers all over the country and support the AMA at the same time! Get all the details at [www.modelaircraft.org/promos.aspx](http://www.modelaircraft.org/promos.aspx) or call (800) 546-2524; E-mail [inquiries@harrisconnect.com](mailto:inquiries@harrisconnect.com).

### **Ultimate Model Aeronautics Video Library Series Available Now!**

Watch for exciting new volumes of AMA's new DVD series: Ultimate Model Aeronautics Video Library. This series is a combination of flight footage from top events around the country, how-to segments, and bonus footage including tours of AMA's National Model Aviation Museum and many other areas.

Get all of the details on how to order the complete series today on our Web site at [www.modelaircraft.org/promos.aspx](http://www.modelaircraft.org/promos.aspx).

### **Password Protection**

The AMA Web site now has a password system in place to protect members' confidential information and to increase the benefits of becoming or remaining an AMA member.

A password is needed to access "Members Only" areas such as *Model Aviation's* digital archives.

Please visit the AMA Web site at [www.modelaircraft.org/membership/gettingstarted.aspx](http://www.modelaircraft.org/membership/gettingstarted.aspx) to assist you if you need help.

### **Renewal Services Offered**

Membership renewal season (October 1 through December 15) is a busy time for AMA HQ. During this period we process more than 65% of our total membership renewals. It may take three to four weeks to receive your new card because of the heavy volume. Please be patient.

No interruption of *Model Aviation* magazine should be experienced if your renewal is received before December 15. When calling customer service, always have your AMA number ready to assist the operator.

Online:

You can renew online! It's quick, it's easy, and it's entirely secure. Give it a try using your MasterCard or VISA. Visit

the AMA home page at [www.modelaircraft.org](http://www.modelaircraft.org). This service is available 24 hours a day, 7 days a week.

Telephone:

You can renew your membership via telephone when paying by MasterCard or VISA. This limited service is available Monday through Friday only, from 9 a.m. to 4 p.m. Eastern Standard Time. Call (877) 363-9262 (1-87-RENEW-AMA).

Fax:

Still available for your convenience, you can send in your renewal form to the Membership Department's direct fax line at (765) 741-0057 if paying with MasterCard or VISA.

Mail:

Mail your renewal notice along with the proper payment to AMA HQ at 5161 E. Memorial Dr., Muncie IN 47302. **Do not send cash.**

### **AMA Merchandise**

As an AMA member, you can order merchandise on the AMA Web site. Click on the "Shop AMA" tab and then click "Browse our Catalog" when the pull-down menu appears.

For all your building needs, click on "Plans Service." We also cut custom foam wings.

Call us at (800) 435-9262, extension 212, for merchandise orders or extension 507 for plans or foam wing orders.

### **Volunteer Program**

Volunteers serve as the lifeline and backbone of AMA and the National Model Aviation Museum. Through the efforts of scores of volunteers, local, regional, national, and international visitors can enjoy the many exhibits at the National Model Aviation Museum and take pleasure in watching model airplanes fly on our 1,000-acre site. We sponsor national and international flying competitions as well as other special events for the public to view. Volunteers share their knowledge of the world's largest collection of model-aviation artifacts and related material.

As a volunteer, your responsibility begins when you agree to perform the tasks identified in your volunteer position. In return for your commitment, time, and talents, the AMA offers you discounts on items purchased in the Cloud 9 Museum Store. You will have the chance to enjoy a wide variety of experiences and camaraderie with other volunteers and staff. You will have the satisfaction of making a personal and significant contribution to your community. Volunteer recognition events and the opportunity to gain marketable skills are an added bonus!

All potential volunteers are asked to complete an application form and will be interviewed by the volunteer coordinator.

A wide range of opportunities and experiences await you at the AMA.

The volunteer's importance to the AMA cannot be overstated! Love to mix and mingle with people? You will thrive on the social interaction that volunteering in the museum store or during AMA special events presents. Do you prefer the solitude of research or computer work? Opportunities are also available in this area.

We need all of you! Please consider volunteering at the AMA. This is the chance to help thousands interpret, enjoy, and understand the extraordinary life and history of model aviation.

Have fun and make a difference! Contact the volunteer coordinator at AMA HQ, (765) 289-4236, for more information about volunteer opportunities.

### **AMA Seeks Volunteer Host/Hostess**

The AMA is reaching out to its membership in a new way! Keeping watch over the 1,000-acre International Flying Site in Muncie, Indiana, is a formidable task. Borrowing a successful page

from the National Park Service and many state-park programs, the Academy is seeking retired volunteer couples to participate in our volunteer program as flying-site hosts.

Requirements for this position are very simple. Volunteers:

- Must possess a love of all aspects of model aviation.
- Must own an RV suitable for 30-day stays.
- Must have outstanding people skills and a willingness to represent the AMA in a positive manner to fellow members and guests.
- Must be willing to live on-site for one month during the flying season (April–September).
- Must follow all flying-site rules and guidelines.
- Who are familiar with model aviation and flying sites' norms and customs a plus.

The Academy will provide volunteers with the following:

- A camping site with full hookups.
- Transportation for use on-site.
- One hat and five shirts with “AMA Host” designation.
- Museum store discounts.

Duties will include:

- Helping visitors and members who visit the flying site.
- Helping ensure that the AMA Safety Code is observed on the flightlines.
- Helping check in/register members and visitors at the camping sites.
- Communicating with AMA staff on conditions of flying site.

We are seeking one host couple for each month of the flying season. If you would like to apply, contact Mary Lou Vojslavak at (765) 287-1256, extension 201, or E-mail [mvojslav@modelaircraft.org](mailto:mvojslav@modelaircraft.org). Because of the nature of this opportunity, we are asking for couples only. To download an application in PDF format, visit the AMA Web site at [www.modelaircraft.org/PDF-files/VolunteerHost.pdf](http://www.modelaircraft.org/PDF-files/VolunteerHost.pdf).

These positions are not available to current or former AMA employees or officials.

### **Flying Site Assistance Program**

AMA welcomes your interest in becoming an AMA Flying Site Assistance volunteer. We believe that you realize the importance of available flying sites. We commend you, as it is the highest priority for the future of RC flying and model aviation.

The program consists of a network of volunteers to serve as AMA's eyes and ears. These volunteers must devote time to reading newspapers, listening to and watching broadcast news programs, and being aware of any activities in their area that could negatively or positively impact a potential or existing flying site.

It is of the utmost importance during these endeavors to recognize locations which are appropriate for a flying site. Then it is a matter of collecting such information, communicating with the clubs and modelers in the area for their involvement, and passing it to the Flying Site Coordinator.

The information on becoming a Flying Site Assistance volunteer is available on our Web site at [www.modelaircraft.org](http://www.modelaircraft.org) or you can contact the Programs Department.

### **FAI Team Donations**

AMA selects and fields approximately 16 teams to compete in different World Championships. This is a great honor for our members. These teams represent the United States of America as well as the Academy of Model Aeronautics.

The AMA supports a team by funding its entry, food, and banquet expenses, and a portion of its hotel and travel expenses. There are many other expenses for a team including uniforms, fuel, model-box transportation, vehicle rental, and practice expenses. Team managers are responsible for raising funds to offset these expenses.

Donations are a great way to support the teams. These gifts are tax-deductible. Listed are the various FAI teams sponsored by AMA. Please show your support by making a donation today!

- Outdoor FF (F1A, F1B, F1C, F1J)
- Junior FF (F1A, F1B, F1P)
- Indoor FF (F1D)
- FF (F1E)
- CL Speed (F2A)
- CL Aerobatics (F2B)
- CL Racing ((F2C)
- CL Combat (F2D)
- RC Aerobatics (F3A)
- RC Thermal Soaring (F3B)
- RC Helicopter (F3C)
- RC Pylon Racing (F3D)
- RC Thermal Duration (F3J)
- Scale (F4B or F4C)
- RC Electric (F5B or F5D)

For more information, contact AMA Headquarters at (765) 287-1256, extension 230 or 231.

### **Donations**

AMA is introducing new opportunities to give to your organization and receive a tax benefit. Among the many areas where donations can assist your organization, following are a few of the programs the AMA is proud to support.

**Members Helping Members**—In the wake of the hurricane disasters in the Gulf Coast Region in 2005, a new program was designated to grant immediate financial assistance to AMA chartered clubs with damaged sites.

**Gifts of Cash**—The majority of gifts to the AMA are in the form of cash. An unrestricted gift for the greatest needs of the Academy is of particular benefit.

**Gifts of Securities**—Gifts of appreciated securities can provide special tax advantages.

**Memorial and Honor Gifts**—Gifts to remember or honor a relative, friend, or fellow club member may be designated for specific purposes.

**Matching Gifts**—Some of our friends are able to increase their gift to the Academy through their employers' matching gifts program.

**Gifts of Insurance**—Gifts of homes, farms, and other real estate property can receive the same tax treatments as gifts of securities.

**Estate and Planned Gifts**—While outright gifts provide valuable support for current programs, estate giving provides substantial support for future programs.

**Wills**—The most frequent form of an estate gift to the Academy is a specific bequest in a will.

## Awards and Recognition

### Awards

**Fellowship**—A Fellowship is the highest honor AMA can bestow on an individual. It carries free AMA dues for the remainder of the grantee's life. It is generally awarded after 9 years of outstanding service by non-salaried officers. Executive Council approval necessary.

**President's Award**—The AMA president may use this award to honor, recognize, acknowledge, thank for service, grants, gifts, and/or the like to people, organizations, or institutions.

**Legion of Honor**—The executive vice president can use this to thank persons, clubs, organizations, companies, and the like for monetary contributions to AMA. This includes pledges, endowments, gifts, and acknowledgements pecuniary in nature.

**Distinguished Service Award**—AMA's second highest award for individuals. For longtime service, voluntary in nature. Our Academy's way of thanking someone for contributions, efforts, and time spent serving and working. Executive Council approval necessary.

**Superior Service Award**—A nationally recognized and heralded award for long service of a superior nature. Executive Council approval necessary.

**Award of Excellence**—For AMA chartered clubs. The highest award for clubs. Executive Council approval necessary.

**Award of Merit**—This award was created to provide the district vice president with a way to honor a chartered club within his or her district. Executive Council approval only after three within a calendar year.

**Meritorious Service Award**—For outstanding service that has been performed by an Executive Council member and is automatically issued to outgoing members.

**District Service Award**—This award was created to provide a district vice president with a manner of honoring an individual within his/her district. Executive Council approval only after three within a calendar year.

**Exemplary Service Award**—This award was created specifically to honor AMA Executive Council members.\*\*

**Hall of Fame**—This award is not directly attributable to the AMA Executive Council. It is conducted by the "Hall of Fame Selection Committee." Includes Life Membership in AMA.

**John A. Zaic Memorial Award**—This award was created to recognize aeromodelers who have contributed to the history of model aviation.

\*\*Three years of service automatically qualifies an Executive Council member to receive an Exemplary Service Award. Six years of serving on the Executive Council automatically qualifies a member to receive a Distinguished Service Award. Nine years of serving on the Executive Council automatically qualifies a member to receive a Fellowship award.

### Recognizing Individuals

**Leader Member:** A program designed to recognize leaders in the modeling community. Three classifications exist: Administrative, Industry, and Scientific. Members recognized in this program help to administer Academy activities as well as maintain and vote on the AMA Bylaws. Information and applications are available from the Membership Department at AMA HQ.

**Contest Director:** CDs are responsible for organizing and running flying events through the AMA sanctioning program. Information and applications are available from the Competitions/Technical Department at AMA HQ. Call (765) 287-1256, extension 232.

**Appreciation Awards:** Clubs may purchase appreciation awards for flying-site providers and others who assist chartered clubs in their endeavors. The AMA certificate is nicely designed and arranged for signature by a club officer. A walnut-mounted plaque, with as many as 30 words inscribed by calligraphy and decorated with a gold seal and red, white, and blue ribbon, is only \$25 prepaid. For further information contact the Programs Department at AMA HQ, (765) 287-1256, extension 272.

### Solo Certificate

Does your club have a training program that helps beginners achieve solo flight? Your club can present trainees with an AMA Solo Certificate when the beginner completes the club's training program and his or her first solo flight. These attractive, full-color certificates are available for \$1 each.

Contact the Programs Department at AMA HQ, (765) 287-1256, extension 272.

### Leader Club Awards

In order to recognize the leadership of the best model clubs, the Academy has established the AMA Leader Club Awards. These can be earned by any AMA chartered club by meeting certain standards of community service and activity.

There are three levels of AMA Leader Clubs: Bronze, Silver, and Gold. Once a club meets the minimum criteria, it qualifies for different levels based on performance.

AMA has established 14 goals for Leader Club status. Five of these goals are required. A club that meets the required five goals, plus three of the electives, qualifies as a Bronze Leader Club. Meeting the required five plus six electives qualifies the club for the Silver level. The ultimate recognition, the Gold level, requires that all goals be met.

Each goal must be documented. In the event that an elective does not pertain to your club's operation, an explanation included with your club's application is all that is necessary for inclusion in the program. For example, a club that is for Soaring exclusively and uses only winches or hi-starts will not have to deal with sound limitations at its field. Consequently, the club remains eligible for Gold status. The explanation will satisfy Elective #5. The same holds true for a Free Flight club that is not faced with frequency concerns. Elective #1 would be satisfied with an explanation of the club's specific situation.

Each year your club will be sent forms and instructions by which the club will be able to show its goals and achievements. These reports will be the documentation required for continued participation in the Leader Club program.

### Required Activities for Leader Club Status:

1. Must be an AMA chartered club for a minimum of five years.
2. Club membership must be open to all AMA members and not limited to a certain number.
3. Club must develop and post Safety and Operational Rules at its flying site.
4. Club must file a copy of Safety and Operational Rules at AMA HQ.
5. Flying field must have separate areas for fliers and spectators, clearly marked as such.
6. The AMA Safety Code must be posted and visible at the club field.

*Program Requirement Modification: For a deserving club to be considered for Leader Club status, its district vice president may waive one of the above requirements for participation.*

### Leader Club Electives:

- 1) Club has implemented and enforces a frequency-control plan that allows all 50 RC channels to be used at its club flying site where RC is allowed.
- 2) Club has implemented a school program or donates a *Model Aviation* magazine subscription to schools or libraries.
- 3) Club conducts a review of the AMA Safety Code at a club meeting at least once a year.
- 4) Club sponsors an annual public event, such as a mall show, flying show, or demonstration.
- 5) Club monitors noise levels and/or institutes club field rules such as a requirement that models be operated at a maximum of 90 db at 9 feet.
- 6) Club has created an informational handout and provides it to the general public.
- 7) Club participates in charity programs or public fund-raising events.
- 8) Club has a formal lease or agreement for the use of its flying site or owns its site.
- 9) Club participates in the AMA Introductory Pilot Program or has its own instruction program.

## Education and Scholarship Information

### Education Activities

In 1995 the Academy established the staff position of education director and a committee whose designated responsibility is to address the following mission statement.

The mission of this committee is to provide the Academy guidance and assistance in the formulation, implementation, evaluation, and dissemination of educational programs and policies. This guidance and assistance should help AMA realize the ideals outlined in its vision and mission statements and assist the Executive Council in its effort to further the educational role of the Academy. For more information, visit the Education portion of the AMA Web site at [www.modelaircraft.org/education.aspx](http://www.modelaircraft.org/education.aspx).

### Education Activities

The Academy maintains education programs directed toward newcomers to the hobby/sport of aeromodeling. Information is available for a wide range of ages and interests from youth to senior citizens. A partial listing of the activities includes:

- 1) Youth Education Stipend (YES): Grants up to \$750 are available to AMA chartered clubs for designing and implementing programs directed toward school and community groups.
- 2) Teacher-Oriented Materials: The development and maintenance of classroom-related activities designed to stimulate interest by using aeromodeling as an educational tool within all elements of the curriculum.
- 3) Networking: Working through teachers' conventions, forums, and industry liaison, AMA is providing information relative to successful, established program models that exist within the aeromodeling community. Examples of successes can be obtained from AMA HQ or through the Education portion of the AMA Web site.

For specific information, members are encouraged to contact the education director at AMA HQ or Education Committee members.

### Scholarship Program

Since 1970 the AMA has provided scholarships to young men and women seeking to continue their education in colleges and universities. The primary awards are presented through the Charles Hampson Grant Scholarships, which are funded by a variety of sources including gifts, memorials, and the AMA general fund.

The top winner of the Grant award also receives an award provided by the Toledo Weak Signals from monies generated from the club's annual trade show and exposition. An additional scholarship, the Sig Award, in honor of the late Glen Sigafosse, is presented by Hazel Sig-Hester and Sig Manufacturing Company. Presented to one or more individuals, the award is based upon financial need and aeromodeling activity. The applications are evaluated by a four-member committee.

The committee consists of Bob Underwood, chairperson, Saint Louis MO; Jane Morgan, Scotland PA; Charles Bauer, Norridge IL; and Travis McGinnis, Arvada CO. It rates the applicants in several major categories, including grade-point average, test results, and various activities including aeromodeling.

High achievement in all of the categories is important for the maximum amount of scholarship awarded to an individual; however, a person who is not academically at the top of his or her class may win a significant scholarship award if he/she is active in the community, in aeromodeling, or in both.

Information regarding applications may be obtained from Jack Frost at AMA HQ or by visiting the AMA Education area at [www.modelaircraft.org/education.aspx](http://www.modelaircraft.org/education.aspx).

## Chartered Club Programs and Benefits

### Chartered Club Program

The Academy established a program in the mid-1960s for local AMA members to join as a group and secure use of private, commercial, or public property for flying sites. This was structured under the concept of organized groups, which were identified as AMA chartered clubs.

Today the Academy provides liability coverage to approximately 2,400 chartered clubs throughout the US. Liability coverage for individual AMA members does not extend to a club. Without liability coverage, a club's assets may be lost,

and a club may find itself without means to defend a suit.

Under the chartered club program, liability coverage is provided and extends to claims arising from model flying accidents as well as nonflying accidents. To a property owner who is approached for a flying site, the concern may not be whether the club is protected; the concern is for self-protection.

Through the chartered club program, a club is able to provide the property owner with a certificate naming the owner as "additionally insured," usually resulting in property use being granted. The liability coverage for the property owner is primary

with limits of \$2,500,000 per occurrence and \$5,000,000 per location. This applies to any additional insured, be it private, commercial, or publicly owned.

Chartered clubs are also eligible for additional programs such as flying site help through Flying Site Grants or Disaster Recovery Grants, the Introductory Pilot Program, frequency monitoring and sound measuring assistance, and the *AMA Insider*.

For a package containing more information on how to become an AMA chartered club, please contact the club secretary at AMA HQ, extension 291.

### **Club Disaster Assistance Program**

The Executive Council has approved a new program designed to grant immediate financial assistance to AMA chartered clubs that have flying sites that were damaged by a natural disaster such as a hurricane, earthquake, or firestorm. The grant is designed to assist clubs in the area of clearing debris and such so that the field is once again accessible and usable to club members. It is not designed to pay for repairs to the structures or facilities, except to the extent to make the facility and runway adequate for flying once again.

If your club has sustained substantial damage as a result of a declared disaster, you may qualify for this grant. The application is designed to be streamlined to allow for quick payments to help clubs get back to flying.

*Note that this is a grant, not a loan! You will not be required to repay AMA for this in the future.*

### **Flying Site Development/Improvement Grant Program**

An AMA Flying Site Development/Improvement Grant, if approved, will provide up to 10% of the total cost of the project. Grant applications are due to your district vice president on or before March 1. The district vice president will review and approve the application and forward it to AMA HQ for arrival on or before March 15. Applications received at AMA HQ after

March 15 will not be processed. Grants awarded will be announced May 1 for each calendar year.

One original and four copies of the grant application signed by the club president and approved by the district vice president will be submitted to:

Flying Site Grant Application  
AMA  
5161 E. Memorial Dr.  
Muncie IN 47302  
Attention: Programs Department

Status reports will be submitted to AMA HQ every six months, with the final report describing completion of the project.

Any AMA funds exceeding 10% of the final cost of the project must be returned to AMA.

### **Introductory Pilot Program**

Many AMA chartered clubs have instructor programs for newcomers to the hobby/sport of aeromodeling. Such programs help both the club and model aviation grow. However, many people wishing to get involved with model flying do not necessarily want to join a club or purchase an AMA membership until they are sure they will like the hobby/sport and do well enough to invest in equipment.

The AMA Introductory Pilot Program caters to such people. This program allows a non-AMA member to fly at a club field and be AMA insured for liability coverage provided that he/she is under the supervision of a chartered club-designated Introductory Pilot. The designated Introductory Pilot must be an adult AMA member, and the chartered club must submit the Introductory Pilot application designating him/her along with the \$5 administrative fee.

Individuals who are designated as Introductory Pilots must keep records of every activity involving non-AMA members, including ground instruction and flying lessons. Full details of this program are available from your club secretary or directly from AMA.

## ***AMA Flying Site and Museum Information and Programs***

### **International Aeromodeling Center Flying Site Use**

The International Aeromodeling Center (IAC) Flying Site in Muncie, Indiana, is available for year-round use by AMA members. During special events or contests, certain areas or the entire site may be closed to open flying. It is recommended that you call (765) 287-1256, extension 200, in advance to ensure that the area of the site you wish to use is available during the time of your visit. A calendar of events for the IAC is available at [www.modelaircraft.org/events.aspx](http://www.modelaircraft.org/events.aspx).

There are no fees associated with the use of the flying site itself; however, rental fees might apply for any equipment AMA provides for events. Prior to your event at the IAC, please contact AMA with a list of any special equipment that may be needed. Be sure to pick up a copy of the "Site Use Rules" at the museum prior to flying.

If you wish to run an event at the IAC, the steps are simple. No events (except those run directly by AMA) are given traditional status. A letter or E-mail requesting site use must be sent to AMA HQ up to one year in advance of the event date. The letter or E-mail should include the following:

- 1) Requested date(s) along with an alternative date
- 2) CD's name and contact information
- 3) Type of event
- 4) Expected number of participants
- 5) Area(s) of the site you would like to use
- 6) If you would like any special equipment to be provided by AMA

All site-request letters should be mailed to the attention of "Site Use." Send E-mail requests to [site@modelaircraft.org](mailto:site@modelaircraft.org). Once the site-request letters are received, a preliminary working calendar is organized.

Muncie site-use reservations for events expected to involve more than 250 members or more than 1,500 spectators may be scheduled more than one year in advance, subject to Site Committee approval.

A group of one member from the Executive Council, an AMA HQ representative, and a member-at-large serve as the Site Use Committee. This committee will review the working calendar and each event listed on that calendar. If no date

conflicts or other problems exist, the calendar is approved. If problems exist, the committee works with the CDs involved in an effort to resolve the issue. Once the use of the site is obtained, the CD must mail the normal Application for Sanctioned Event to the proper District VI contest coordinator. If the date(s) are approved by the coordinator, the event is placed on the official schedule for the IAC. All aeromodeling events conducted at the center must be sanctioned by AMA.

It is recommended that the CD of the event contact AMA HQ to discuss any setup or equipment needs one week prior to your event. All equipment use and event-setup needs must be coordinated with AMA HQ.

### Lee Renaud Memorial Library

The Lee Renaud Memorial Library contains many valuable publications, archival collections, and biographies detailing the rich history of model aviation. As an AMA member, you are welcome to visit the library during operation hours and look at these books and magazines for yourself.

If extensive research is needed and you are unable to visit in person, AMA does offer research services.

Cost to reproduce one magazine article with known reference (name of magazine, with month and year):

- Museum Patron \$3 first article, \$2 for additional articles
- AMA member \$4 first article, \$3 for additional articles
- All others \$5 first article, \$4 for additional articles

Payment for article reprints must be received prior to shipment. Make checks payable to AMA and send to AMA HQ, 5161 E. Memorial Dr., Muncie IN 47302 Attn: AMA Librarian. Other requests will be done on an hourly fee schedule, rounded to the nearest quarter hour.

- Museum Patron \$25/hour
- AMA member \$30/hour
- All others \$35/hour

Please be specific as to the information required, and try to limit each request to one issue/question. If your needs are more extensive, you may wish to come in person or hire someone to do your research. The only cost for in-person research is \$.15 per page of photocopied material.

Fees charged for library research are structured to cover the cost to the Academy. Please remember that nonpayment represents a cost to all other members.

### National Model Aviation Museum Patron Program

The Museum Patron Program allows for the ongoing support of the National Model Aviation Museum and the Lee Renaud Memorial Library, but it does not provide AMA insurance or *Model Aviation* magazine.

Patrons' annual contributions\* provide for library, model, and artifacts acquisition, as well as restoration. Contributions also make possible quality displays, lighting, and other refinements, such as video conversion of older film and electronic storage of valuable museum manuscripts and books.

Categories of patron for individuals:\*\*

Patron	\$25	Receives <i>Cloud 9</i> , pin, patch, and decal.
Supporting	\$100	Receives Certificate of Patronage, <i>Cloud 9</i> , pin, patch, and decal.

Sustaining	\$500	Receives Plaque of Patronage, <i>Cloud 9</i> , pin, patch, and decal.
Life	\$1000	Receives Life Patron Plaque, <i>Cloud 9</i> , pin, patch, and decal.

*Please note that the pin, patch, and decal are provided during the first year of patronage. At patronage renewal, an additional pin, patch, and decal can be requested.*

*Cloud 9* is sent to all Museum Patrons. This newsletter keeps patrons informed about museum development and acquisitions and also provides a forum to express museum needs and allow patrons a unique opportunity to participate in museum plans and operations.

\* Patrons note that any amount over \$25 in a given year is tax-deductible for that year.

\*\* Membership ends at the close of each calendar year, excluding Life Patronage.

### Purchase a Brick in the Walk of Fame

For a \$100 donation, a brick in the Walk of Fame will be engraved in black with the AMA wings and two lines reserved for your name, that of a friend, or your club.

A \$500 donation will secure a Gold Wings brick with the AMA wings and wording handsomely engraved in gold.

An 8 x 8-inch black-granite brick is available for a \$1,000 donation. What better way to honor a club member or celebrate your club than to sponsor a symbol of support for your national organization? This gift to the Academy is not only tax-deductible, but is a permanent sign of your dedication to aeromodeling.

For information, contact the Accounting Department at (765) 287-1256, extension 261.

### National Aeromodeling Heritage Program

#### Purpose

The Heritage Program is the AMA's official list of historically significant aeromodeling organizations, businesses, and sites. Recognized organizations, businesses, and sites have historical significance to their community, state, or nation.

The aim of the program is to identify and memorialize these organizations, businesses, and sites, and in the process collect, preserve, and interpret documents and materials related to each entity.

Eligible organizations and businesses for consideration can include:

- Aeromodeling clubs
- Manufacturers related to aeromodeling
- Hobby shops

Sites for consideration (site with a geographic location):

- Flying sites/fields
- Structures
- Hobby shops
- Factories

\*To nominate a site, please submit an Historic Site Nominating form.

#### Who can nominate a site?

Private individuals or organizations can submit nominations.

### How is a nomination made?

To nominate an organization or business, a completed National Aeromodeling Heritage Program nominating form along with supporting narratives, bibliographic documentation, photographs, and interview transcripts must be submitted to the AMA's National Model Aviation Museum.

To nominate an historic site, a completed National Aeromodeling Heritage Program Historic Site Nominating Form and supporting narratives, bibliographic documentation, photographs, and interview transcripts must be submitted to the AMA's National Model Aviation Museum.

\*For recognition, an organization or business does not need to be associated with an historic site and an historic site does not need to be associated with an historic organization or business.

\*An historic organization or business operating from an historic site is eligible to receive both a Heritage Award and a Site Award.

### Criteria for historic organization or business nomination:

Historical significance of organizations or businesses may be found in five categories recognized by the following criteria:

- Organization or business is significant to the commercial development of aeromodeling.
- Organization or business is associated with event(s) significant to aeromodeling history.
- Organization or business is associated with significant scientific advances utilizing aeromodeling.
- Organization or business is associated with early aeromodeling history (1900-1950).
- Organization or business has achieved significance in aeromodeling within the last 50 years.

Generally, organizations or businesses must be 50 years of age or older to be considered. They must also be significant in relationship to major trends in aeromodeling history within their community, state, or nation.

### Criteria for historic site nomination:

Properties in the Historic Site Program must possess historic significance and integrity. Significance may be found in nine categories of aeromodeling history.

- 1) Property is associated with event(s) significant to aeromodeling history.
- 2) Property is associated with significant/historic aeromodeling club(s) or individual(s).
- 3) Property is associated with significant manufacturer/industry.
- 4) Property is associated with significant scientific advances utilizing aeromodeling.
- 5) Property is associated with early aeromodeling history (1900-1950).
- 6) Property has achieved significance in aeromodeling within the last 50 years.
- 7) Property has been the site of aeromodeling record(s).
- 8) Property has been in continual use as an aeromodeling facility since its establishment.
- 9) Property represents a unique aeromodeling site with qualities not found elsewhere.

A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities including location and setting. Generally, properties must be 50 years of age or older to be considered historic places. They must also be significant in relationship to major trends in aeromodeling history within their community, state, or nation.

### Required sections on nominating forms:

#### Historic Organization or Business Nomination

- Name of organization or business
- Location(s)
- Type of organization or business
- Statement of significance
- General organization and business data
- Biographical references
- Form prepared by

#### Historic Site Nomination

- Name of property
- Location
- Property details
- Statement of significance
- Function or use
- Biographical references
- Geographic data
- Structures data
- Manufacturer data
- Property data
- Form prepared by

**Nomination deadlines:** Nominations must be submitted to the National Model Aviation Museum and postmarked no later than August 31 of each year.

**Review committee:** The National Model Aviation Museum's Steering Committee will review each nomination and make a recommendation on its eligibility to the AMA's Executive Council for final approval.

**Guidelines once selected:** If the integrity of the organization, businesses, or site changes once selected, it is the responsibility of the nominating party or of the organization/business to notify the National Model Aviation Museum. For example:

- If an organization or business closes or disbands.
- An historic flying site becomes a housing development.

#### Benefits/recognition:

- Heritage award plaque (suitable for indoor display) for the organization or business.
- Historic site plaque (suitable for outdoor display) for historic sites.
- Article in *Model Aviation* magazine.

See Documents 160 and 161 at [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx) for more details and nomination forms.

**AMA Recognized Special Interest Groups and Publications**  
Officers may not be current because of end-of-year elections.

**International Miniature Aircraft Association (IMAA)**

Jim Giffin, president  
Box 494688  
Redding CA 96049  
2giffs@msn.com  
*High Flight* (Publication)  
Taylor Collins

**International Miniature Aerobatic Club (IMAC)**

Daniel Rathbun  
7109 N. CR 12297  
Midland TX 79707  
IMACPres@mini-iac.com  
*Scale Aerobatics* (Publication)  
Roy Barrow

**International Radio Controlled Helicopter Association (IRCHA)**

David Millner, president  
221 W. Market St.  
Urbana OH 43078  
dmillner@woh.rr.com  
*IRCHA Bulletin* (Publication)

**Jet Pilot's Organization (JPO)**

Frank Tiano  
3607 Ventura Dr. E.  
Lakeland FL 33811  
frank@franktiano.com  
*Contrails* (Publication)  
Greg Moore

**League of Silent Flight (LSF)**

Mike Stump  
607 Washington St.  
Cadillac MI 49601  
LSF\_Pres@silentflight.org  
*Short Lines* (Publication)

**Miniature Aircraft Combat Association (MACA)**

Roy Glenn, president  
108 Beaver Dam Rd.  
Southampton NJ 08088  
*MACA News* (Publication)  
Dave Edwards

**Model Engine Collector's Association (MECA)**

Woody Bartelt, president  
3706 N. 33rd St.  
Galesburg MI 49053  
aeroelectric@chartermi.net  
*M.E.C.A. SwapSheet* (Publication)  
Ed Walker

**National Association of Scale Aeromodelers (NASA)**

Ed Terry, president  
900 CR 210  
Logan AL 35098  
*Replica* (Publication)  
Mark Lanterman

**National Competition Fun Fly Association (NCFFA)**

Robert Rachau  
668 Beaver Rd.  
Selinsgrove PA 17870  
*NCFFA Newsletter* (Publication)  
Chuck Andraka

**National Control Line Racing Association (NCLRA)**

Bill Lee, president  
601 Van Zandt-CR 4815  
Chandler TX 75758  
bill@wrlee.com  
*Torque Roll* (Publication)  
Tim Stone

**National Free Flight Society (NFFS)**

Phil Sullivan  
4536 Southern Ave.  
Anderson IN 46013  
ciasilk@aol.com  
*Free Flight* (Publication)  
Tiffany O'Dell

**National Miniature Pylon Racing Association (NMPRA)**

Bob Brogdon  
5251 Hermitage Drive  
Powder Springs GA 30127  
R.A.Brogdon@comcast.net  
*High Performance* (Publication)  
Linda Brogdon

**National Society of Radio Controlled Aerobatics (NSRCA)**

Derek Koopowitz  
881 Oxford Way  
Benicia CA 94510  
president@nsrca.org  
www.nsrca.org  
*K Factor* (Publication)  
Chris Fitzsimmons

**Navy Carrier Society (NCS)**

William Calkins, president  
317 Snow St.  
Sugar Grove IL 60554  
clflyer@mchsi.com  
*Hi-Low Landings* (Publication)  
John Vlna

**North American Speed Society (NASS)**

William Hughes  
113 N. Chase Ave.  
Bartlett IL 60103  
williamhughes4@comcast.net  
*Speed Times* (Publication)  
Dave Mark

**Precision Aerobatics Model Pilots Association (PAMPA)**

Paul Walker, president  
25900 127<sup>th</sup> Ave. SE  
Kent WA 98031  
pwimpact@earthlink.net  
*Stunt News* (Publication)  
Tom McClain

**RC Combat Association (RCCA)**

Bob Loescher  
2027 S. Grubb Rd.  
Cridersville OH 45803  
boiler1@wcoil.com  
*RCcombat.com* (Web Publication)  
Roy Appleton

**Scale Warbird Racing Association (SWRA)**

John Gonzalez, president  
2320 S. Lazy A Pl.  
Tucson AZ 85713  
johnagon@email.msn.com  
*The Scatter Pylon* (Publication)  
Clay Sherrow

**Senior Pattern Association (SPA)**

Bruce Underwood, President  
1412 Patterson St.  
Guntersville AL 35976  
bunderwo@bellsouth.net  
*SPA Newsletter* (Publication)  
Bruce Underwood

**Society of Antique Modelers (SAM)**

Michael Myers, president  
911 Kilmory Ln.  
Glendale CA 91207  
mikemyersgln@charter.net  
*SAM Speaks* (Publication)  
Roland Friestad

**Unlimited Scale Racing Association (USRA)**

Scott Hanbury  
6327 Tall Oaks Dr.  
Mentor OH 44060

**Vintage R/C Society (VR/CS)**

Bob Noll, president  
2317 Acorn Dr.  
Vestal NY 13850  
bobrc@aol.com  
*VR/CS Newsletter* (Publication)  
Roland Friestad

**World Miniature Warbird Association (WMWA)**

Dean Di Giorgio, president  
153 Drake Ln.  
Ledgewood NJ 07852  
IcemanJR92@aol.com  
*Wings of Eagles* (Publication)  
Ed Irons

