



Stone Mountain Radio Control Flyers

Membership and Renewal Application

- New Member:** current AMA membership required
- New Family Member (pilot):** current AMA membership required
- Renewal:** current AMA membership required
- Renewing Family Member (pilot):** current AMA membership required

Office Use Only	
FY	
Date	
Rec'd By	
Pmt Method	
Sticker mailed	

Date Dues
see below

Name _____ **AMA** _____ Home Phone _____
required

Address _____ Birth Date _____

City _____ State _____ Zip _____ email _____

Family: Our membership fee covers spouses and children who fly residing at the same address. Each flying family member **MUST** complete and sign a separate membership form. Family members **MUST** have current membership in AMA.

List the dues-paying member below and your relationship to him/her.

Name	Relationship

Dues: For new members, yearly dues are reduced if you join mid-year. Please note, for new members who join between October and December, membership is effective until the end of the following year. Please see the following table for the appropriate membership fee.

NEW MEMBER		
Join Date	Dues	Total
October 1 - May 31	\$60.00	\$60.00
June 1 - Sept 30	\$40.00	\$40.00
FAMILY MEMBER		
N/A	\$0.00	\$0.00
RENEWAL		
Renewal Date	Dues	Total
before Dec. 31 (next year)	\$60.00	\$60.00
Jan. 1 - Mar. 31 (current year)	\$60.00 + \$10.00 late fee	\$70.00

Please mail the completed form with the appropriate membership fee to the address below. Checks should be made payable to *Stone Mountain Radio Control Flyers*.

Stone Mountain Radio Control Flyers
 c/o Ralph Knight
 4911 Bainbridge Court SW Lilburn, GA 30047

I agree to adhere to all AMA Safety Code, SMRCF club rules and Stone Mountain Park regulations. I understand that failure to abide by such rules, policies and guidelines may result in my termination of membership in the club.

Signed _____ Date _____



Stone Mountain Radio Control Flyers

Rules and Regulations

revised 28 February 2004

General

1. **All members must maintain a current membership in the AMA** (www.modelaircraft.org).
2. **The first person entering the site must call the Stone Mountain Park police and report their entrance. The last member leaving must clear the site of all visitors and call the Stone Mountain Park Police to report their leaving.**
3. The SMRCF field is predominantly a radio control airplane site. Helicopter flying is permitted as the field conditions and the number of fixed wing aircraft flying at the field permits.
4. All pilots must abide by the AMA Safety Code, SMRCF safety rules, and all Stone Mountain Park rules. No alcohol or drug consumption, or flying while under the influence of alcohol or drugs. All Stone Mountain Park regulations are enforced. Absolutely no firearms, drugs, or alcohol may be on the site (including concealed inside of a vehicle). Violators are subject to arrest. No alcoholic beverages in coolers. Stone Mountain Park may occasionally use this site and request the field be closed to R/C during their events.
5. All members are expected to promote an atmosphere of friendliness among the members, guests, visitors, spectators and neighbors. Profanity and vulgarity will not be tolerated. All visitors and spectators are to be treated as though they are our landlords.
6. All spectators must remain behind the spectator line unless a member escorts them. Children and pets are not allowed in the pits or flight line and must be supervised and restrained at all times in the spectator area. The spectator line is defined as the front portion of the paved taxiway where the shelter stands.
7. **Guests with AMA membership are welcome and may fly as guests at the SMRCF flying site up to two times per calendar year.** Guests must sign in on the sign-in sheet for guests, which is located on a clipboard near the frequency board. An aircraft and pilot checkout is highly recommended. Should flying guests wish to enjoy SMRCF in excess of the two times per year, membership with appropriate fee is required.
8. **The area is to be cleared of trash and debris after use. Each person is responsible for his or her own trash.** This includes cigarette butts.

Safety

9. **All radios must be narrow band (manufactured after 1991) in accordance with current AMA regulations.**
10. **All pilots will substitute their AMA card for their unique frequency board pin to establish their use of a specific channel frequency BEFORE turning on their transmitter.** If an accident occurs because a flyer has turned on their transmitter and does NOT have the frequency control pin, that flyer/pilot is responsible for all damages resulting from that action.
11. **There is to be a maximum of 4 aircraft flying in the pattern at any time.** Every aircraft will adhere to the noise restrictions posted on the frequency board. The initial maximum limit is 100 dB at 3 meters. Break-in of engines and extended ground testing should be done at least 100 feet behind the flight line.
12. **No taxiing into or out of pit area.** All aircraft must be restrained on the pit area side of the safety net/fence. No starting of engines on the runway when other aircraft are flying.
13. **All planes will carry the owners name, phone, and AMA number for recovery purposes.**
14. **No flying over pit area or behind pit area.** The power line is the rear boundary from horizon to horizon. Each pilot will keep their plane in control and within the airspace boundaries shown on map posted on frequency board. Intentional flying over 1,000 feet altitude or outside the stated boundary may result in grounding the aircraft. Pilots will remain behind the established pilot flight line and at least 25 feet away from the nearest edge of the runway. No pilot shall operate any aircraft in a careless or reckless manner.
15. Immediately before each flight, the pilot will verify the actual condition and proper functioning of all model aircraft parts contributing to a safe flight. All aircraft are subject to inspection by a safety officer or any club officer, and if considered unsafe to fly, will be grounded until such deficiency is corrected. Pilots must complete a successful radio equipment ground range check before the first flight of a new or repaired model or any model aircraft, which may be suspected of having transmitter or receiver problems.
16. Prior to taking off or landing, a pilot shall make his/her intentions known to other pilots by loudly saying "taking off" or "landing". If a pilot experiences an emergency during flight, he/she shall be given priority to the runway. The pilot shall inform everyone that there is a problem by shouting "dead stick" or "emergency". If a pilot experiences an emergency which could cause harm to someone, he/she shall warn everyone by shouting, "heads up" or similar to get people's attention. Pilots or helpers should go onto the runway only after loudly saying "on the runway" to alert the other pilots. This should only be done to perform take off corrections or to retrieve aircraft in which the engine has stopped.
17. Whenever two or more aircraft are in the air at the same time, a flight pattern is to be followed. Pattern, meaning that close-in flying such as passes over the runway, are to be performed in the same direction as takeoffs and landings. Pattern is either clockwise (right to left) or counter-clockwise (left to right) over runway. No high-speed low passes within 75 feet of the flight line. For special type flying, such as hovering (whether helicopter or airplane) and combat, designated areas must be used.
18. Takeoff and landing directions will be governed by wind direction. If wind is calm or cross-runway, then the flying members present must mutually agree on the direction of takeoff and landings.
19. **Rules are best enforced by cooperation of all those affected by them. If any pilot, club member, or guest disregards any of the above rules, a formal warning may be issued by any Club Officer, Board Member, or Field Marshal of the SMRCF club. Two warnings shall result in suspension of field privileges. Repeated failure to comply with any of these guidelines will result in termination of membership in the club.**