



## Lone Star Aeronuts R/C Model Club

Old Settler's Park, Round Rock, Texas  
AMA Chartered Club 3669

Thank you for your interest in model aviation and the Lone Star Aeronuts radio control flying club. We are located in Old Settler's Park and welcome you to join the fun and camaraderie that we've enjoyed for many years. We are very grateful to the city of Round Rock for providing the land, however, it's up to us to develop and maintain the flying facility. The dues we pay are the primary financial resource for maintaining the flying site.

Meetings: The club meets on the third Sunday of each month, generally at the flying field at 2:00 pm (weather permitting). Be sure to check the website or email for any changes to the schedule.

Website: The club's website is the major source for information and documents related to the club, [www.lonestaraeronuts.org](http://www.lonestaraeronuts.org). From the website, you may contact the club for further information or answers to any questions you may have.

Email: Email is our primary method of communication within the club. After you join, please be sure to keep us current with your address.

### Joining the club is a two-step process:

- 1) First, you (and all flying members of your family) must be a member of the Academy of Model Aeronautics (AMA). You may complete & mail the attached application or, for faster service, apply on-line at [www.modelaircraft.org](http://www.modelaircraft.org). The AMA has various membership categories. The typical dues are \$58 per year; junior, senior, and family rates are also available.

The AMA is our national club chartering organization. They provide numerous services & contest formats to aero modelers of many disciplines and insurance that helps us keep the flying site.

- 2) Next, complete the attached club application (one for each flying member in your family) and provide proof of AMA membership. Mail the paperwork to the club Treasurer at the address shown on the application, or bring it to the next club meeting. The annual dues are \$48, with a one time initiation fee of \$10 for new members. For new members only, after April, the annual dues are pro-rated down for the remainder of the year.

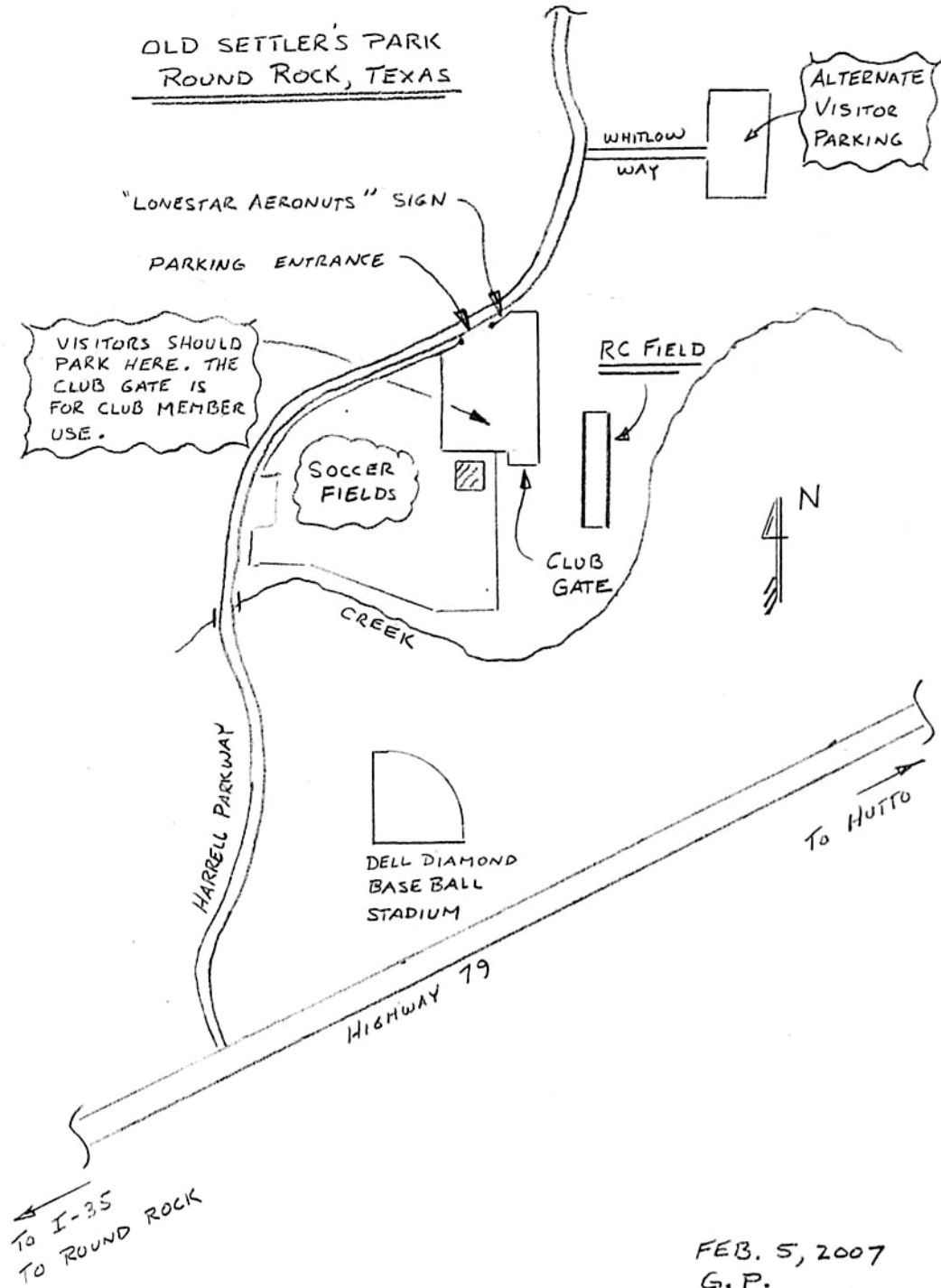
New Flyers: See the attached article "Getting Started in Radio Controlled Aircraft."  
If you are a beginner, please inquire about training before flying. This is handled on a case by case basis; we will need to team you with an experienced modeler who can guide you through the learning process.  
**Under no circumstance should you attempt to fly for the first time, by yourself, at the Old Settler's Park field!** Too many things can happen that may lead to damage to our facility, or injury to others.

Experienced Flyers: Feel free to jump right in and enjoy our club. Please be aware, however, that the park is very active at times and you must stay alert to the wandering public. Use of spotters is recommended and frequency control is mandatory. **Never fly behind the flightline, over Harrell Parkway, or near the baseball stadium.**

Attachments: Map to the field  
LSA Membership Application  
AMA Membership Application (with safety code)  
Getting Started in Radio Controlled Aircraft



**Lone Star Aeronuts R/C Model Club**  
Old Settler's Park, Round Rock, Texas  
AMA Chartered Club 3669



# LONE STAR AERONUTS R/C CLUB

**AMA Charter 3669** **Round Rock, Texas**

## 2009 MEMBERSHIP APPLICATION

Last Name (print): \_\_\_\_\_ First: \_\_\_\_\_ M.I.: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work: \_\_\_\_\_ Cell: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_ AMA No. (Required): \_\_\_\_\_

Radio Frequency Numbers: \_\_\_\_\_ Spread Spectrum? (Y/N) \_\_\_\_\_  
 (List only your most used channels. Beginners may leave blank if you don't have a radio)

**Membership Category** (check one):  Open  Junior (15 & under)  Associate  
 Family  Senior (65 & over)

**New Member Dues:** (Prorated starting in April. Applicable only to new members)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Open	\$48	\$48	\$48	\$36	\$32	\$28	\$24	\$20	\$16	\$12	\$8	\$4
Jr & Sr	\$24	\$24	\$24	\$18	\$16	\$14	\$12	\$10	\$8	\$6	\$4	\$2
Family	\$72	\$72	\$72	\$54	\$48	\$42	\$36	\$30	\$24	\$18	\$12	\$6
Associate	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%

**Initiation Fee:** \$10.00 New members or late returning members after March 1.

**Returning Member Annual Dues:** \$48.00 Open  
 \$24.00 Junior and Senior  
 (Due February) \$72.00 Family (one application for each member)  
 Associate 50% of Open, Junior, or Senior

**Proof of 2009 Academy of Model Aeronautics (AMA) membership required for each applicant.**  
 See [www.modelaircraft.org](http://www.modelaircraft.org) for AMA information and application.

**For Associate membership, proof of full 2009 membership in another AMA chartered club required.**

Signature of Member: \_\_\_\_\_ Date: \_\_\_\_\_

Amount Paid: Dues \$ \_\_\_\_\_ + Initiation \$ \_\_\_\_\_ = \$ \_\_\_\_\_

Application, payment, and photocopy of AMA card may be submitted at a monthly meeting or mailed to the following address. (checks payable to "Lone Star Aeronuts")

**Daniel Brett**  
**Treasurer, Lone Star Aeronuts**  
**540 Limmer Loop**  
**Round Rock, TX 78665**

Comments:



# ACADEMY OF MODEL AERONAUTICS

## Application for 2009 Membership - One Individual Per Application

Please type or print the information clearly in CAPITAL letters. When completed, this form can be mailed with payment to AMA, 5161 E. Memorial Dr., Muncie, Indiana 47302-9252, Fax: (765) 741-0057, [www.modelaircraft.org](http://www.modelaircraft.org)



Mr.  Mrs.  Ms.

First Name \_\_\_\_\_ Initial \_\_\_\_\_ Last Name \_\_\_\_\_

Mailing Address (number and street) \_\_\_\_\_ Apt. # \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Home tel.: (\_\_\_\_\_) \_\_\_\_\_ Work tel.: (\_\_\_\_\_) \_\_\_\_\_ FAX: (\_\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_  New  Renewal (give old number if known) \_\_\_\_\_

E-mail has provided AMA with the opportunity to get information to our members in a timely cost-efficient manner. AMA on occasion partners with reputable firms to promote products that will benefit both the member and the association. AMA does not trade or sell E-mail or mailing addresses. If you would prefer that we not include your name, please check the box(es) below.

- Please do not use my E-mail address for anything other than official AMA business.
- Please do not use my mailing address for anything other than official AMA business.

Yes, I was recruited by an AMA member. Member's name \_\_\_\_\_ AMA #: \_\_\_\_\_

**MEMBERSHIP CATEGORIES:** All membership categories receive full membership and competition privileges, liability and accident/medical insurance.

### For those 19 or over as of July 1, 2009

**OPEN** Membership \$58.00 *Model Aviation* included. (date of birth required) \_\_\_\_\_  
Those 65 or over by July 1, 2009 may take a \$10.00 deduction in dues.

**EXTRA** Family Membership \$30.00.  
(Applies to any one adult who resides in the same household as a current **OPEN** member.)  
Magazine not included. List current **OPEN** member's name and AMA number. \_\_\_\_\_

**PARK PILOT PROGRAM\*** \$29.95 (Park Pilot magazine included) (date birth required) \_\_\_\_\_  
\*\*Aircraft must not exceed 2 pounds, 60 mph, and may not be powered with an internal combustion engine.  
Does not have voting rights, cannot compete in competitions, and has reduced liability insurance and no accident/medical insurance.

### For those under 19 as of July 1, 2009

**YOUTH** Membership \$15.00 (*Model Aviation* included) (date of birth required) \_\_\_\_\_

**YOUTH/NO MAGAZINE** Magazine not included \$1.00 (date of birth required) \_\_\_\_\_

Note: For competition purposes, YOUTH will be categorized as Junior (under 15 by July 1) or Senior (Those 15 by July 1, but not 19)



### For Non-US and North American Permanent Residents

**AFFILIATE MEMBERSHIP** \$28.00 insurance only while flying in the USA. Magazine not included.  
Name of National Aero Club \_\_\_\_\_ Expiration date \_\_\_\_\_

**AFFILIATE MAGAZINE SUBSCRIPTION** to non-US address - add \$60.00 for a total of \$88.00.

### For Canadian Residents

AMA has a reciprocal agreement with MAAC. A current MAAC card will be honored at all sanctioned events or chartered club activities. For Canadians desiring AMA membership in addition to MAAC, choose either Open or Youth membership categories listed above. An additional \$24.00 postage and handling is required for magazine delivery outside the United States. Please list current MAAC number and expiration date: \_\_\_\_\_

### OPTIONS:

- Museum Patron Programs**
- Museum Patron \$25.00
  - Supporting \$100.00
  - Sustaining \$500.00
  - Life \$1,000.00
  - Donation \_\_\_\_\_
  - Add \$4.00 for *Model Aviation* mailed in a plastic protective covering.

**FOR OFFICE USE ONLY**

■ Control Line	
<input type="checkbox"/> Aerobatic	<input type="checkbox"/> Scale
<input type="checkbox"/> Carrier	<input type="checkbox"/> Speed
<input type="checkbox"/> Combat	<input type="checkbox"/> Sport
<input type="checkbox"/> Racing	<input type="checkbox"/> Electric

■ Free Flight
<input type="checkbox"/> Indoor
<input type="checkbox"/> Outdoor
<input type="checkbox"/> Scale

■ Radio Control		
<input type="checkbox"/> Electric Indoor	<input type="checkbox"/> Helicopter	<input type="checkbox"/> Park Flyer
<input type="checkbox"/> Electric Outdoor	<input type="checkbox"/> Pattern	<input type="checkbox"/> Sport
<input type="checkbox"/> Scale	<input type="checkbox"/> Pylon	<input type="checkbox"/> Jet
<input type="checkbox"/> Giant Scale	<input type="checkbox"/> Combat	<input type="checkbox"/> Soaring

<input type="checkbox"/> <b>Rocketry</b>
<input type="checkbox"/> <b>I compete in FAI activities</b>

### PAYMENT OPTIONS:

Check enclosed \$ \_\_\_\_\_ Charge my  VISA  MasterCard \$ \_\_\_\_\_

Card No. \_\_\_\_\_ Exp. date \_\_\_\_/\_\_\_\_/\_\_\_\_ Cardholder's signature \_\_\_\_\_

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

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

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

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

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

Insurance coverage is effective on the date of receipt at AMA Headquarters of a properly completed application and correct dues payment. Membership ends each year on December 31, regardless of the date a membership application is received. Applications received after September 15 will be valid for the remainder of that year and all of the following year. If a magazine is included with the membership, it begins with the first issue available for the year after a correct current application and payment are received; it expires with the issue printed in December (which is dated January of the following year). Membership rates and insurance limits are those in effect at the time of printing. Actual cost of dues and amount of insurance coverage is subject to change. Any such changes will be noted at the time of membership processing so they may be accepted or not.

## ONLY ONE APPLICANT PER FORM

**2009 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 overflight 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 Documents:

Radio Control Combat (#525)  
General Radio Control Racing (#530)  
Giant Scale Radio Control Racing (#515-A)  
Gas Turbine Operation (note: Special Waiver Required) (#510-A)  
Park Flyer Safe Operating Recommendations (#545)  
First Person View (FPV) Operations (#550)

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

## **Getting Started In Radio Controlled Aircraft**

Contrary to popular opinion, radio control (R/C) model airplane flying is not an expensive or difficult hobby (or sport to some) in which to participate. In fact, this is a pastime that the whole family can enjoy!

### **First Airplane, Equipment, and Various Expenses**

Your first plane should be one of the many trainers (not the fancy airplane you *really* want). These generally have a high wing design (the wing is at the top of the airplane) and tricycle landing gear (a wheel at the nose instead of the tail). Many newcomers favor the ARF designs, which means it's "Almost Ready to Fly." Trainers can vary from small electric models to the traditional larger gas engine powered airplanes with wing spans of five or six feet.

The small electric trainers, known as "park flyers," are inexpensive, durable, clean, easy to fly, and are simple enough that nearly any experienced flyer at the field can help you get in the air. The main drawbacks of the small electric models are that they need calm wind and often don't have a lot of power and performance with the stock equipment. Beginner park flyer models are often ready to fly within 90 minutes, or however long it takes to charge the batteries.

Larger gas powered trainers are the traditional models that have been used by beginners for many years. These trainers generally fly better, have more power and performance, are easier to see in the air, and have equipment that can be reused on future models. The main drawbacks of the larger trainers are that they cost more, are more complex to assemble and repair, and have a learning curve with operating the engine, in addition to learning to fly. The larger models require a more proficient instructor, so there may be more waiting time to get in the air. A gas powered ARF will often require some gluing and will usually take a beginner several evenings or more to prepare it for its first flight.

Total upfront cost for an ARF or ready to fly trainer can range from \$170 to \$300 for a park flyer electric to a 40 size gas plane packaged with an entry level engine & radio system. This cost can fluctuate significantly if you purchase by mail (lower cost), at the local hobby shops (personal service & advice), or if you choose a smaller electric. Another \$50 or so is needed for basic support equipment (glow ignitor, extra props, fuel, batteries, etc.). After these initial costs, there are on-going expenses for consumable items and repair supplies; it is important to keep this in mind when entering this hobby.

Finally, dues are required for local and national club memberships. Most local clubs, including the Lone Star Aeronuts, require membership in the Academy of Model Aeronautics (AMA) for insurance, safety guidelines, and educational purposes. AMA dues for this past year were \$58 for adults and \$1 for youth under 19. Lone Star Aeronuts dues this past year were \$48 for adults and \$24 for juniors and seniors (under 16 & over 65). A one time \$10 initiation fee is required for new Aeronuts members.

### **Why Join a Club?**

Many people wonder why they need to join a club at all. For starters, we need a suitable place to fly. A group of modelers, with umbrella insurance provided by the AMA, are usually able to secure and maintain a quality flying site much more easily than one individual. Without the collective effort of the Lone Star Aeronuts membership, it would not have been possible to develop our flying site at Old Settler's Park.

Another significant benefit of belonging to a club is having the support and help of the members while learning to fly. Most clubs have flight training available, which shortens the learning curve...not to mention saving airplanes! The buddy box system of flight training, which allows an experienced instructor to have a set of master controls to the airplane, has saved countless aircraft from crashing while providing the student with the comfort that the instructor can take over if needed.

The Lone Star Aeronuts is an AMA chartered club, number 3669. We meet once a month, usually at the club field, and visitors are always welcome. In our club, new pilots will find a tremendous wealth of knowledge and experience, as well as many friendships among the members. Club membership is a two-way street, however, and it is hoped that all members will participate, try to attend meetings, and help shape the character of the club (and a bunch of characters we are!).

## **Getting Started In Radio Controlled Aircraft**

### **Flight Instructors**

The club flight instructors are member volunteers who give freely of their time and knowledge, and only ask for your patience, helpfulness, and enthusiasm in return. Accordingly, they are not responsible for rebuilding or replacing a crashed trainer nor can they guarantee that you will successfully learn to fly. Professional flight schools, on the other hand, are able to make such guarantees, or will refund a portion of their fees. We're not currently aware of a professional flight instructor(s) in the Round Rock area, however, they are available in other areas of the country.

### **Of Crashes ...**

Buddy box or not, there will come a time when you crash an airplane. There is an old saying among R/C pilots that if you don't crash once in a while, you aren't flying enough! Mechanical or radio problems, or more often than not, pilot error will result in damage to or complete loss of your plane. Pilot error, or "dumb thumbs" as we call it, has generated more jokes and tall tales than anything else in the hobby!

On the bright side, the vast majority of crashed airplanes can be repaired and flown again. A crash in which the airplane is totaled is fairly rare, and one in which the engine and/or radio are also lost is very unusual.

Finally, remember that another big purpose of a trainer airplane is to learn how to make repairs. Don't expect your trainer to remain pristine and new for long; in fact, most pilots feel like they fly better once they relax and stop worrying about how their plane looks.

### **Resources**

In addition to our club, a number of resources are available to help a newcomer learn more about this hobby. The first are our local hobby shops. The folks there are usually avid modelers and can help you select an appropriate plane and equipment. The following hobby shops are convenient to the Round Rock area:

#### **Round Rock Hobbies**

1601 South IH 35, Ste 390  
(behind the Outback Steak House)  
Round Rock, TX 78664  
(512) 733-1224  
[www.roundrockhobbies.com](http://www.roundrockhobbies.com)

#### **Hobby Town USA**

2500 West Parmer Lane, Ste 80  
(near Fry's Electronics)  
Austin, TX 78727  
(512) 246-8904  
[www.hobbytown.com](http://www.hobbytown.com)

The following online resources are also good sources of information:

AMA	<a href="http://www.modelaircraft.org">www.modelaircraft.org</a>
AMA Sport Aviator	<a href="http://www.masportaviator.com">www.masportaviator.com</a> (focus on new modelers)
AMA District VIII	<a href="http://www.ama-dist-8.org/">www.ama-dist-8.org/</a>
Lone Star Aeronuts	<a href="http://www.lonestaraeronuts.org">www.lonestaraeronuts.org</a>

Finally, print magazines such as *Model Aviation* (AMA publication), *Model Airplane News*, and *R/C Reports* are excellent sources of information about our hobby. Some of these may be found at hobby shops or at local magazine stands such as Wal-mart and Barnes and Noble.