

MIRAMAR RADIO CONTROL FLYERS



MILITARY & DoD MEMBERSHIP APPLICATION 2012



New Renewal

PHONE: Area Code Required

Email

Primary: ()

Name:

Other: ()

Address:

AMA #

City:

State:

Zip:

FOR OFFICIAL USE ONLY

STUDENT

(Card Dot Red)

PILOT

(Card Dot Yellow)

TURBINE PILOT

(Card Dot Green)

INSTRUCTOR

(Card Dot Blue)

Note: Experience level must be verified from club records or by a club officer.

Do you intend to fly turbine aircraft? No Yes

Are you applying under the family rate provision?
(See Dues Below) Yes

U.S. GOVERNMENT SERVICE STATUS

ACTIVE E1 – E5 No Charge

ACTIVE E6 & ABOVE \$60 per year

RETIRED \$60 per year

SPOUSE / DEPENDENT UNDER AGE 21

\$9 per year

DoD \$60 per year

ASSOCIATE NO CHARGE

Non-flying - AMA Not Required

Dues: Due annually 1 December. New members pay one time field improvement fee of \$100 per family, with the exception of E1 thru E5. Members who are deployed for more than 90 days shall notify any Board member to request a partial refund of club dues.

Each Application must have attached:

- 1) A copy of AMA license. All applicants must be a member of AMA.
- 2) Present an Active Duty and DoD ID card to Membership Chairman. (Retired applicants only on initial application.)
- 3) Turbine aircraft operators must submit copy of AMA Turbine Waiver. Turbine waivers must be updated and resubmitted for each different class of turbine engine planned for operation.

Mail applications to Treasurer MRCF, P.O. Box 45371, San Diego, CA 92145. You must include copies of the documentation discussed above with check payable to "Miramar Radio Control Flyers".

I have read and will comply with the Miramar Radio Control Flyers (MRCF) Addendum I to the Bylaws – Operations and Safety and will use only narrow band R/C Transmitters and receivers while flying at the MRCF field (Ham Bands Acceptable). I acknowledge the risk of injury to my person and property while participating in model airplane activities. I will rely on my own judgment and ability while participating in such activities and assume all risks of injury or damage arising out of such participation. I will not sue or make claim whatsoever against the MRCF, its officers, or members, the organizer of events, or real property holders allowing the use of land or structures by the MRCF.

Signature:

Date:

FOR OFFICE USE ONLY

- Initial Field Improvement Fee: \$ _____
 - Reinstatement of Membership: Field Improvement Fee: \$ _____
 - Reinstatement of Membership: By paying all back dues to date: \$ _____
 - Date Above Paid: ____/____/____
 - Annual Dues Renewal: \$ _____
 - Annual Dues Prorated to Dec 31: Date: ____/____/____ Amount: \$ _____
- Treasurer: _____
Signature

GATE LOCK NOTES:

1. THE GATE COMBINATION IS CLUB CONFIDENTIAL INFORMATION AND SHALL NOT BE REVEALED TO MEMBERS OR NON-MEMBERS!

ADDENDUM 1 TO THE BYLAWS OF THE MIRAMAR RADIO CONTROL FLYERS – OPERATIONS AND SAFETY

SECTION 1. Rules and Regulations

1. **The PMO must be notified when opening and closing the field. The ODO must be notified prior to and at the completion of air operations.**
2. Flying is permitted from sun up to sun down seven days a week.
3. No one under the age of 16 is allowed on the flight line or in the pit area unless they are either a qualified pilot or a student pilot under the supervision of a club instructor.
4. All club members are required to do their part in maintaining the cleanliness and material condition of the field, pits and surrounding area. This includes not only trash but also wrecked or broken aircraft parts. The disposal of such items is the responsibility of the owner. **Take it with you when you leave.**
5. All aircraft will have permanently attached inside in a conspicuous place the name, address, and phone number of the owner.
6. If in the opinion of two or more Safety Committee members a pilot's flying ability or aircraft airworthiness creates a hazard, he/she will be required to cease flying and make improvements in his/her aircraft or fly with an instructor present until such time as he/she is deemed to be safe.
7. Smoking, open flames and alcoholic beverages are prohibited at the field.
8. Chasing birds or other wildlife with aircraft is prohibited.
9. Members and/or guests flying turbine aircraft must have a current AMA Waiver for the specific class of turbine engine they are operating and must use, operate, and comply with all safety, fire, and special procedures required for turbine aircraft operation.
10. A fuel recovery container must be used while fueling an aircraft. All spillage must be cleaned up. **Starting tables must be cleaned after use.**

SECTION 2. Guest Guests must read the bulletin board to become familiar with the current Operations and Safety Addendum.

1. It is mandatory that guests be escorted to and from the entry gate by the host member and that guests remain under the direct supervision of the host member at all times. The host will ensure that his/her guests comply with all rules and regulations in force at the field. Guests are divided into two groups, AMA members and non-AMA members.
 - a. Non-AMA guests may fly a club member's aircraft at the field if a club Intro Pilot instructor is on the flight line and supervising the flight. The instructor is considered to be the pilot in charge and either he/she or the aircraft owner will make all takeoffs and landings.
 - b. Guests who are AMA members will be allowed to fly their own aircraft or the host's aircraft. Club members should keep in mind that they are responsible for their guests behavior at all times.
 - c. **On each day a guest flies a model aircraft at our field, the guest shall donate \$5 for this privilege. It is the host's responsibility to see that this money is deposited in the cash box.**

SECTION 3. Ground Operations

1. Transmitters will have the channel number and a red "aircraft use only" frequency flag prominently displayed. Black for licensed radio amateurs.
2. No transmitter may be turned on without first obtaining frequency pin through the frequency control system. When taking the pin, place your membership card in the slot for your frequency. Guests will use their AMA card. If you do not have your membership card with you and you are listed on the club roster posted on the field bulletin board, or you are a guest, you may use your AMA card instead. If you have neither your membership nor AMA card in your possession, you are forbidden to take the pin.
3. It is mandatory that all aircraft be restrained while starting and that any aircraft not started on the starting tables must be started in the designated areas at the outboard ends of the pit area. Jet aircraft are considered to be restrained when brakes are applied.
4. Engines will not be operated at high rpm in the pit area for more than ten seconds. Engine run-up areas are provided at the east and west sides of the pits to minimize prop wash and propeller hazards in the pits. An engine break-in area with break-in stand is provided south of the field pit area.
5. Aircraft are prohibited from taxiing in the pits and, if the engine is running, will be carried or pushed from the pits to the runway and from the runway to the pits.
6. A preflight radio range check is required before the first flight of the day.
7. Each pilot is responsible for ensuring that no one is in the plane of propeller when starting and operating an engine while in the pit area.
8. Never fly a radio that shows signs of less than perfect operation or intermittent signal reception.

SECTION 4. Air Operations The AMA Safety code is in force at all times. These rules are in addition to those stated in the AMA handbook.

1. Landing aircraft have priority. Regular and deadstick landings should be announced loudly to all pilots on the pilot line by yelling "LANDING" or "DEADSTICK," as appropriate. Landing aircraft may perform a touch and go, return to the take off position and take off, or clear the runway. These actions should be performed as expeditiously as possible consistent with safety.
2. A pilot preparing to take off shall announce his/her intentions by calling "TAKE OFF" loud enough for the pilots at other flight stations to hear and object if necessary. Pilots shall not call for takeoff or taxi onto the runway when another aircraft is on the runway unless he/she has verbal clearance from the pilot of the other aircraft. Lift off of the aircraft or power application after touch and go shall not occur until the model has passed the red line at either end of the pilot line. After taxiing clear of the runway, or removing their aircraft from the runway, pilots will call "CLEAR."
3. Aerobatics shall be performed north of the runway. Direction reversing maneuvers and slow speed aerobatics are prohibited directly over the runway and should be done in the center of the traffic pattern between the downwind leg and the runway provided it does not interfere with normal landing traffic. Inverted flight is an aerobatic maneuver
4. Direction reversals and/or low altitude "power on" passes over or down the runway are permitted provided that there are no students on the line and all pilots on the line have given verbal agreement that these maneuvers will not interfere with their flying. These maneuvers are prohibited if any pilot airborne states that these maneuvers will interfere with piloting.
5. Intentionally flying south of the runway or over the pits is strictly prohibited.
6. No more than five (5) aircraft may be in the air at any one time. This restriction includes helicopters and sailplanes.
7. When taking off or landing with the prevailing wind (downwind) the pattern will look clear to pilots flying a normal pattern. It is the downwind landing or taking off pilot's responsibility to ensure the other pilots on the flight line are aware of his/her intentions.
8. Helicopters must follow the same rules as fixed wing aircraft. Since a helicopter on the runway cannot easily be moved, helicopters must take off and land from the areas located one either end of the pits and south of the runway. Hovering is to be considered an aerobatic maneuver and is to be done only in the previously designated aerobatic flight areas or over the helipad.
9. It is the responsibility of individuals going out on the runway to retrieve a plane, or for any other reason, to announce "ON THE RUNWAY" and to refrain from going on the runway until positive acknowledgement is received from each and every individual operating or flying an aircraft from the flight line. Minimize your time on the RUNWAY and ensure everyone knows when you clear the runway. When it becomes necessary to retrieve an airplane from the end of the runway, after getting the plane, clear the runway as quickly as possible to the south and use the path south of the runway to return to the pits, not the runway sides.
10. All pilots will fly from the pilot line and behind the fence and in front of a designated flight station number.
11. All engines will have mufflers or tuned pipes. If in the opinion of three members of the Safety Committee an aircraft is excessively noisy and constitutes an annoyance, the pilot must improve his/her muffler system.
12. Pilots will not launch aircraft into a low haze or cloud layer if the possibility exists that the pilot could lose sight of the aircraft.
13. Student pilots will not fly at any time without the assistance of a club instructor. Violation of this rule shows blatant disregard for safety and will be grounds for termination of training and expulsion from the club.
14. New members who have previously soloed with another club will be required to demonstrate their flying proficiency to two club instructors before they will be issued a "pilot" qualified sticker.
15. Flying above 200 feet is prohibited. This is a Miramar Marine Corps Base restriction and is not negotiable.
16. Two way communications capability with the ODO must be maintained via the club cell phone during R/C flight operations."

Initial _____ Date _____