



sUAS Flight Safety Guide

Guidance for safe,
responsible flying

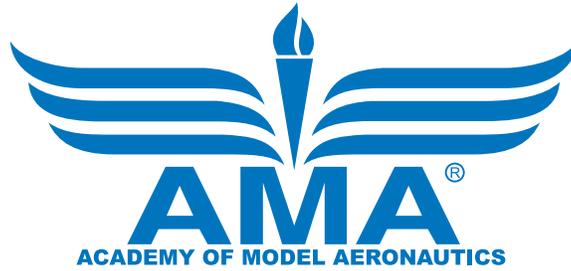
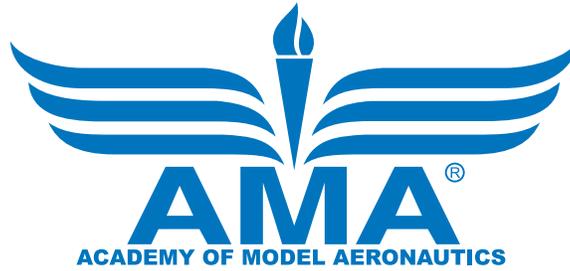


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Foreward

If this is your first purchase of a recreational small Unmanned Aircraft System (drone) or the first time you've ventured into the world of model aviation, welcome! Welcome to the stimulating and enjoyable world of model aviation and a community of thousands of aeromodeling enthusiasts who for more than 100 years have enjoyed the fascination and allure of virtual flight through model aircraft.

Model aircraft have operated in the National Airspace System (NAS) for decades and have done so safely and responsibly. The aeromodeling activity conducted within the safety guidelines of the Academy of Model Aeronautics has achieved an excellent safety record, a record that surpasses most other forms of aviation. The success of this community was recently recognized by Congress in the FAA Modernization and Reform Act of 2012 with the addition of the Special Rule for Model Aircraft, now Public Law 112-95, Sec. 336.

The establishment of this Special Rule reflects Congress' recognition of community-based programming as an effective and sensible means of managing the recreational small unmanned aircraft activity, and it was Congress' intent to protect this community from onerous and unnecessary federal regulation.

The key to the success of the community and the longevity of the aeromodeling activity is the individual commitment to operating their aircraft in a safe and responsible manner and in accordance with a community-based set of standards.

sUAS are defined as being less than 55 pounds; however, the majority of the platforms in use today are less than 20 pounds, and most are less than 10 pounds. This safety guide is intended to help the sUAS operator to fly his or her aircraft in a safe and responsible manner.

Flying sUAS in a safe and responsible manner certainly means doing so in way that does not endanger persons or property. But, it also means operating your device in a manner that is respectful of community standards, the concerns of others, property and privacy rights, and flying in a community friendly manner. As a general rule:

- Don't operate on or fly over private property without first obtaining permission from the property owner and/or the property tenant.
- Don't fly where the operation of radio control aircraft is prohibited.
- Don't fly near open assemblies of people without first obtaining permission or otherwise making prior arrangements to do so.
- Don't fly near or over sensitive infrastructure or property such as power stations, water treatment facilities, correctional facilities, heavily traveled roadways, government facilities, etc. without making prior arrangements to do so.

Fly friendly, fly safely, and enjoy the hobby!



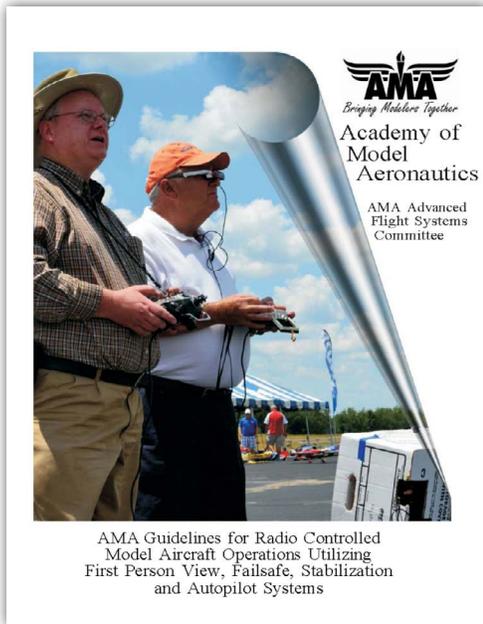
Academy of Model Aeronautics

Basic sUAS Safety Principles

- Do not interfere with manned aircraft operations.
- Yield right of way to manned aircraft. See and avoid other aircraft at all times ([AMA Doc #540-D](#)).
- Do not endanger persons or property. No intentional overflight of moving vehicles or unprotected persons. Fly no closer than 25 feet.
- Fly no higher than necessary (less than 400 feet). Remain below surrounding obstacles when possible.
- Avoid operations in close proximity to airports. When within 5 miles of an airport, contact the airport/Air Traffic Control (ATC).
- Ensure pilot competency/proficiency and the safe operation of the aircraft.
- Remain within visual line of sight (VLOS). Use a spotter when necessary/appropriate.



Academy of Model Aeronautics



AMA's Privacy Policy

“The use of imaging technology for aerial surveillance with radio control model aircraft having the capability of obtaining high-resolution photographs and/or video, or using any types of sensors, for the collection, retention, or dissemination of surveillance data or information on individuals, homes, businesses, or property at locations where there is a reasonable expectation of privacy is strictly prohibited by the AMA unless written expressed permission is obtained from the individual property owners or managers.”

“SEE AND AVOID” GUIDANCE

A. General:

1. The primary means to avoid collisions between all aircraft flying within our National Airspace System (NAS) is “See and Avoid.”
2. Vigilance must be maintained by each person operating an aircraft (whether model or manned) so as to “see and avoid” other aircraft.
3. Model aircraft must avoid manned aircraft. Our privilege to fly model aircraft in the NAS depends on our commitment to remain “well clear” of manned aircraft.
4. Simply avoiding an actual collision is not enough. A “near miss” is not acceptable.
5. Unless flying at a mixed-use site where manned and model aircraft routinely share airspace through their own site-specific rules, model aircraft must fly sufficiently far away from manned aircraft so as not to create a collision hazard.
6. Model aircraft flying must not only be safe, it must be perceived to be safe by the greater manned aviation community. Modelers must continually demonstrate their respect for the safety of manned aircraft by remaining vigilant and well clear.
7. Whenever a potential conflict arises between model aircraft and manned aircraft, the pilot of the model aircraft must always give way to the manned aircraft.
8. The pilot of a model aircraft must never assume the pilot of a manned aircraft can see the model or will perform any maneuver to avoid the model’s flight path.
9. Visual Line of Sight is required by the Safety Code. It means that visual contact with the aircraft must be maintained without enhancement other than by corrective lenses prescribed for the model aircraft pilot. All RC flying must remain clear of clouds smoke or any other obstruction to the line of sight.
10. “Blue Sky” is a term used to explain the method used to increase separation between a model and a manned aircraft in the same vicinity. The modeler should maneuver the aircraft in such a way as to increase the amount of *blue sky* perceived between the model and the manned aircraft. By increasing the blue sky separation, the question about depth perception is taken out of the equation and the modeler need not worry whether the model is closer to him than the manned aircraft or further away. Increasing the blue sky between the model and the manned aircraft automatically increases separation between them.
11. A modeler should never place any consideration for the well-being of the model aircraft above the safety of manned aircraft. Maneuvering to avoid the conflict may require that the model aircraft be sacrificed.
12. Free flight models should not be launched with relatively low altitude manned aircraft in sight and downwind or headed downwind from the launch site.

B. Spotters:

1. Before a flight, the pilot must insure that the spotter understands his/her duties and expectations.
2. A spotter should be used to assist in monitoring the surrounding airspace for manned aircraft whenever a flight is expected to exceed 400 feet above the ground and that operation is expected to be in proximity to known manned aircraft traffic such as at a mixed-use facility or within three miles of an airport. The spotter must have sufficient visual acuity and be mature enough to take this responsibility very seriously.
3. A spotter should also be prepared to assist his/her pilot in the event that another model aircraft or spectators become endangered or in turn are perceived to be a danger to the pilot or the pilot's model aircraft.
4. If a model aircraft pilot experiences what he or she considers a near miss with a manned aircraft, that model aircraft pilot should notify AMA Headquarters with a written report of the incident, including action taken by the model aircraft pilot to avoid the manned aircraft. This report is intended to help the modeler, the club, and the AMA capture as much detail as possible so that it may be used to assist all parties in recalling the particulars of the incident at a later time. Call 1-800-435-9262 (1-800-IFLYAMA) extension 230 or 251 for assistance with this report.



Radio Controlled Model Aircraft Operation Utilizing "First Person View" Systems

1. DEFINITION OF TERMS:

Please refer to Page 5 section 7 which contains an alphabetical listing of the definitions of the terms in italics that are used in this document.

2. GENERAL:

FPV flying of radio control model aircraft by AMA members is allowed only for noncommercial purposes as a hobby/recreational and/or competition activity and must be conducted in accordance with AMA's current National Model Aircraft Safety Code and any additional rules specific to a flying site/location.

3. OPERATIONS – REQUIREMENTS – LIMITATIONS:

- a) *FPV novice pilots* undergoing training at low altitude must use a buddy-box system with an *FPV spotter*, or must go to a safer altitude if no buddy-box system is used.
- b) All *FPV* flights require an AMA *FPV pilot* to have an AMA *FPV spotter* next to him/her maintaining *VLOS* with the *FPV aircraft* throughout its flight.
- c) The *FPV pilot* must brief the *FPV spotter* on the *FPV spotter's* duties, communications and hand-over control procedures before *FPV flight*.
- d) The AMA *FPV spotter* must communicate with the *FPV pilot* to ensure the *FPV aircraft* remains within *VLOS*, warning the *FPV pilot* of approaching aircraft, and when avoidance techniques are necessary.
- e) During an *FPV* flight, the *FPV spotter* must be prepared to acquire the transmitter/control from the *FPV pilot* and assume *VLOS* control of the model aircraft at any time safe operation of the flight is in question.
- f) If an *FPV pilot* experiences a safety issue that does not appear to be a brief glitch, they must abandon *FPV* mode and fly *VLOS*.
- g) Before the initial *FPV* flight of an *FPV model aircraft* and/or after any changes or repairs to *essential flight systems*, the *FPV model aircraft* must have an *R/C test flight* by conventional *VLOS*.
- h) *FPV model aircraft* must use frequencies approved by the FCC for both the RC system and the wireless video system. Pilots must meet applicable FCC licensing requirements if they choose to operate the RC flight control system or the wireless video system on Amateur Band frequencies.
- i) AMA *FPV pilots* must first be capable of flying their *FPV* model aircraft manually before utilizing *FPV* flight.

4. RANGE – ALTITUDE – WEIGHT – SPEED:

- a) One of the requirements in Federal Law (Public Law 112-95 Sec 336 (c) (2) February 14, 2012) for model aircraft to be excluded from FAA regulations is that model aircraft must be flown within *VLOS* of the operator.
- b) Model aircraft flown using *FPV* must remain at or below 400 feet AGL when within 3 miles of an airport as specified in the AMA Safety Code.
- c) Model aircraft flown *FPV* are limited to a weight (including fuel, batteries, and onboard *FPV* equipment) of 15lbs. and a speed of 70mph.

5. RECOMMENDATIONS & INFORMATION:

- a) *AMA FPV novice pilots* should consider using a cockpit view flight simulator to become accustomed to *FPV* flight.
- b) *AMA FPV pilots* should consider using a programmable *autopilot* (AMA Document #560) with a failsafe “return to launch” (RTL) feature that will maintain control of the aircraft in the event of signal loss.
- c) When purchasing *FPV* operational systems, always try to select quality equipment, verify its compatibility, install components for interference rejection, and determine that signal range is adequate for maximum *VLOS* range.

6. PRIVACY PROTECTION SAFEGUARDS:

The use of imaging technology for aerial surveillance with radio control model aircraft having the capability of obtaining high-resolution photographs and/or video, or using any types of sensors, for the collection, retention, or dissemination of surveillance data information on individuals, homes, businesses, or property at locations where there is a reasonable expectation of privacy is strictly prohibited by the AMA unless written expressed permission is obtained from the individual property owners or managers.

7. DEFINITIONS OF TERMS:

AMA FPV Pilot is an AMA member who is capable of maintaining stable flight of a model aircraft within its intended flight envelope when flown *FPV* without losing control or having a collision.

Buddy-Box System is a system that has one transmitter operating as the master controller, while a second transmitter is linked/slaved to it allowing dual control of an aircraft. The operator of the master transmitter allows one or the other transmitter to control the aircraft through the use of a spring-loaded switch. The switch provides instantaneous transfer of control from one transmitter to the other. The buddy-box system is an efficient and effective means of achieving a position transfer of control from one pilot to another.

Although this system is commonly used for training novice fliers, it is also useful in situations where an experienced pilot may have an increased likelihood of needing a second pilot's assistance in maintaining control of the aircraft. The use of the buddy-box may be helpful in assisting pilots with physical limitations, flying in congested environments, during times of reduced visibility, or anytime during FPV when a timely transfer of control may be beneficial.

Essential Flight Systems are any systems or components necessary to maintain stable flight within a model aircraft's flight envelope. (This includes primary radio control systems and any stabilization or gyros required to maintain stability and heading in certain types of model aircraft that would be uncontrollable/unstable without their use).

First Person View (FPV) refers to the operation of a radio controlled (R/C) model aircraft using an onboard camera's cockpit view to orient and control the aircraft.

Flight Envelope is defined as the range of airspeeds, attitudes, and flight maneuvers which a model aircraft can safely perform/operate for its intended use.

FPV Aircraft is an RC model aircraft equipped with a video transmitter to send real-time video images from an onboard camera to a ground based receiver for display on a pilot's video monitor/goggles. (*FPV model aircraft* types include: Fixed Wing, Rotary Wing, and Multi-Rotor Platforms).

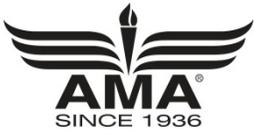
FPV Novice Pilot is an AMA member learning to fly FPV utilizing a buddy-box system with an experienced AMA RC pilot operating the master transmitter and serving as the *FPV spotter*.

FPV Spotter is an experienced AMA RC pilot who has been briefed by the *FPV pilot* on the tasks, responsibilities and procedures involved in being a spotter; is capable and mature enough to perform the duties and is able to assume conventional VLOS control of the aircraft.

Non-Essential Flight Systems are any systems or components that are not necessary to maintain stable flight within the model aircraft's *flight envelope*. (This includes *autopilot* or *stabilization systems* that can be activated and deactivated in flight by the pilot without affecting stable flight).

R/C Test Flight requires an *AMA Pilot* to manually operate an R/C transmitter to control a model aircraft's flight path and determine if the aircraft is capable of maintaining stable flight within its *flight envelope*.

Visual Line Of Sight (VLOS) is the distance at which the pilot is able to maintain visual contact with the aircraft and determine its orientation without enhancements other than corrective lenses.

**Academy of Model Aeronautics**

AMA Advanced Flight Systems Committee

amaflightsystems@gmail.com**Radio Controlled Model Aircraft Operation**
Utilizing Failsafe, Stabilization and Autopilot Systems**1. DEFINITION OF TERMS:**

Please refer to Page 3, section 7 which contains an alphabetical listing of the definitions of the terms in italics that are used in this document.

2. GENERAL:

All model aircraft flights utilizing *stabilization* and *autopilot* control systems must be conducted in accordance with AMA's current National Model Aircraft Safety Code and any additional rules specific to a flying site/location.

3. OPERATIONS – REQUIREMENTS – LIMITATIONS:

- a) AMA members flying radio controlled model aircraft equipped with flight *stabilization* and *autopilot* systems must maintain VLOS with the aircraft at all times including programmed autopilot waypoint flight.
- b) *AMA Pilots* must be able to instantaneously deactivate programmed flight of *autopilot systems* at any time during flight and resume manual control of the model aircraft.
- c) *AMA Pilots* must perform an *R/C Test Flight* of a model aircraft before activating a newly installed *autopilot* or *stabilization system* and/or after any repairs or replacement of model aircraft *essential flight systems*.
- d) Model aircraft exceeding 15lbs and/or 70mph may only use an *autopilot* for a programmed "return to launch" (RTL) flight and not for programmed waypoint flying of a predetermined course.

e) STABILIZATION & AUTOPILOT SYSTEMS MAY BE USED FOR/TO:

- Stabilization/automatically stabilize aircraft to level flight when control sticks are centered.
- Recovery/activate TRX switch to recover an out of control aircraft to level flight.
- Heading/activate TRX switch to hold a model aircraft's heading for precision flight path.
- Altitude/activate TRX switch to maintain fixed aircraft altitude while allowing directional control.
- Return GPS/activate TRX switch to return aircraft via GPS to launch point.
- Return FSS/failsafe activated from radio signal loss to return aircraft via GPS to launch point.
- Fixed circle/activate TRX switch to circle aircraft at point of activation at fixed altitude.
- Waypoint/activate TRX switch to initiate an autopilot programmed flight path via waypoints.
- Fencing/autopilot programed to display site unique boundaries on video monitor/goggles.

4. RANGE – ALTITUDE – WEIGHT – SPEED:

- a) One of the requirements in Federal Law (Public Law 112-95 Sec 336 (c) (2) February 14, 2012) for model aircraft to be excluded from FAA regulations is that model aircraft be flown within *VLOS* of the operator.
- b) Model aircraft must be flown at or below 400 feet AGL when within 3 miles of an airport as stated in the AMA Safety Code.
- c) Model aircraft utilizing an *autopilot* for waypoint flying are limited to a maximum weight (including fuel, batteries, and onboard *autopilot systems*) of 15lbs and a speed of 70mph.

5. RECOMMENDATIONS & INFORMATION:

- a) If your radio system lacks *failsafe* capability, consider using programmable digital servos or auxiliary *failsafe* modules. In the event of a radio signal failure these components will activate desired safe servo settings or an *autopilot* for return to base/launch (RTL).
- b) When using an *autopilot system* the “return to launch” (RTL) feature should be programmed to return the aircraft to a safe location and safely terminate the flight should manual control of the aircraft be lost. When using RTL, pay particular attention to the manufacturer’s throttle recommendations to prevent stalling.
- c) The use of *stabilization systems* is recommended when flying FPV to improve flight stability and video quality.
- d) Pilots usually choose to incorporate *stabilization* and *autopilot systems* for model aircraft flying to enhance flight performance, correct bad tendencies of the model aircraft, maintain stability in windy weather, establish precision heading holds for takeoffs/landings, flight training for novice pilots, create a steady flight platform for cameras, and generally just to make an airplane easier and safer to fly.
- e) When purchasing *stabilization* and *autopilot systems*, always try to select quality equipment from reputable dealers, ensure for compatibility with other onboard systems, and install components according to manufacturers’ instructions.

6. PRIVACY PROTECTION SAFEGUARDS:

The use of imaging technology for aerial surveillance with radio control model aircraft having the capability of obtaining high-resolution photographs and/or video, or using any types of sensors, for the collection, retention, or dissemination of surveillance data or information on individuals, homes, businesses, or property at locations where there is a reasonable expectation of privacy is strictly prohibited by the AMA unless written expressed permission is obtained from the individual property owners or managers.

7. DEFINITIONS OF TERMS:

AMA Pilot is an AMA member who is capable of manually operating an R/C transmitter to control a model aircraft's flight path within its safe intended *flight envelope* without losing control or having a collision.

Autopilot Systems incorporate programmable flight *stabilization* with an altitude sensor and a GPS receiver for accurate positioning and to navigate/control a radio controlled model aircraft's flight path. Advanced systems offer software for entering navigable waypoints. The flight data waypoints may be saved to autopilot's/GPS memory for programmed flight.

Essential Flight Systems are any systems or components necessary to maintain stable flight within a model aircraft's *flight envelope*. (This includes primary R/C systems and any *stabilization* or gyros required to maintain stability and heading in certain types of model aircraft that would be uncontrollable/unstable without their use).

Failsafe Systems are designed to minimize or prevent damage and safely terminate a flight when a radio controlled model aircraft loses radio signal. Modern radio systems can be programmed to position servos to a desired control setting in the event of radio signal failure.

First Person View (FPV) refers to the operation of a radio controlled (R/C) model aircraft using an onboard camera's cockpit view to orient and control the aircraft. (AMA Document #550).

Flight Envelope is defined as the range of airspeeds, attitudes and flight maneuvers which a model aircraft can safely perform/operate for its intended use.

Non-Essential Flight Systems are any systems or components that are not necessary to maintain stable flight within the model aircraft's intended flight envelope. (This includes *autopilot* or *stabilization systems* that can be activated and deactivated in flight by the pilot without affecting manually controlled stable flight).

R/C Test Flight requires an AMA Pilot to manually operate an R/C transmitter to control a model aircraft's flight path and determine if the aircraft is capable of maintaining stable flight within its safe intended *flight envelope*.

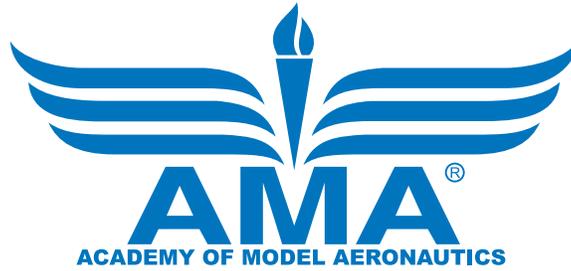
Stabilization Systems are designed to maintain intended model aircraft flight attitudes. The pilot can install, program and/or activate a system to stabilize yaw, pitch, or roll or any one attitude or combination of attitudes. Systems are often based on rate/heading hold gyros or inertial motion sensors utilizing multi-axis gyros and accelerometers for attitude stabilization.

Visual Line of Sight (VLOS) is the distance at which the pilot is able to maintain visual contact with the aircraft and determine its orientation and attitude without enhancements other than corrective lenses.

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

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



About AMA

We stand on our own for our members and for the future of aeromodeling.

The Academy of Model Aeronautics is the world's largest model aviation association. It is the official sanctioning body for model aviation in the United States, representing the interests of aeromodeling across the United States and around the world. As a self-supporting, nonprofit organization, its purpose is to promote the development of model aviation as a recognized hobby, sport, and family recreational activity that is both fun and educational.

Founded in 1936, the Academy of Model Aeronautics was charged with promoting the popularity of aeromodeling and associated contests, which coincided with the development and advancement of commercial and military aircraft design, engineering, and manufacturing. Today, the AMA still fosters the innovation born from competition on an international scale through the sanctioning of more than 2,000 aeromodeling competitions each year.

Government relations

The AMA has a long and successful history of advocating for the flying privileges of the aeromodeling community. As the liaison with the Federal Aviation Administration, Federal Communications Commission, Environmental Protection Agency, and other governmental entities, AMA works diligently with some of the most respected organizations in aviation and government to protect modelers' right to fly in the national airspace while providing an exceptional safety program.

Educational outreach

Our active educational outreach program assists teachers who utilize aviation activities in support of science, technology, engineering, and math curricula. Additionally, AMA has awarded more than \$800,000 dollars in scholarships to hundreds of students in pursuit of study in the fields of aerospace design and engineering along with other aviation-related fields.

To learn more about the Academy of Model Aeronautics, or to become a member, visit www.modelaircraft.org or call **1-800-I-FLY-AMA.**