

MODEL AVIATION

AUTHOR GUIDELINES AND SUBMISSION INFORMATION



FEATURE ARTICLES

Submission of Articles and Proposals

1. Proposals and ideas for future articles are submitted to Communications Director Rob Kurek at rkurek@modelaircraft.org. They do not necessarily contain all text and photos--just an excerpt of the article, description of the idea and content, and a few photos for review.
2. When the Executive Editor receives a proposal and reviews it, the author will be notified whether to submit more information (full content of text, photos, plans, etc.) or whether the proposal has been declined for acceptance at this time. Final acceptance or rejection is based on a review of all completed material. If the proposal is declined and sent by postal mail, all materials will be returned promptly.
3. Complete article submissions that include all content take time for necessary review, which is based on a number of factors, including length, complexity, and subject matter. Please take into consideration that the review of material might require several weeks of review.
4. Articles that are accepted for publication cannot be guaranteed a publication date. Editorial calendars are set in advance and magazine issues are in production three months ahead of the publication date.
5. If at any time you wish to check the status of your proposal, article submission, or have questions, please contact Communications Director Rob Kurek at rkurek@modelaircraft.org or (765) 287-1256, ext. 220.

Construction articles and plans

1. Construction articles require full-size plans drawings in pencil, ink, or CAD. These can be submitted to us as nicely arranged and lettered pencil drawings on vellum, traced in ink by a draftsman, as finished ink drawings with mechanical lettering on drafting Mylar film (or equal), or in digital form as a full-size PDF or TIFF file. Professional-quality work is required in all instances.
2. Plans can be any length, with a maximum 36-inch width. A good rule of thumb for width is either 24 inches or 36 inches.
3. Plans are either sold online in the AMA Plans Service web store, are free PDF tiled or whole downloads on www.modelaviation.com, or a combination of both.
4. All plans should have a 1/2-inch line border around the edges.

5. Provide a specifications box in the lower right corner of the plans sheet(s) for information about the plans (name of aircraft, designer/drawn by, type of aircraft, size, power, weight, etc.) as well as room for the plans number. If more than one sheet, provide this information (Sheet 1 of 2, Sheet 2 of 2, etc.)
6. Plans should include a callout for the center of gravity, as well as a measurement line indicator or inch box.
7. Pencil drawings can be reproduced to have the same quality as ink if carefully and neatly done.
8. Callouts must be neat and uniform in size. They may be produced on a computer and pasted onto the sheet.
9. Pen weight should be no smaller than .35mm for inked and plotted drawings.
10. Suggested weight for the border is .60.
11. Line weight for digital files in PDF or TIFF format should be no less than 5 points for borders and no less than 2 to 3 points for actual plans lines.
12. Digital files may be PDF or TIFF at the highest possible resolution (300 to 600 dpi is recommended) and at the full plans size.
13. The Plans Service printers do not accept CAD files; however, *Model Aviation* can accept CAD files as long as they are .DWG extensions that can be converted using other programs. We would prefer they be sent as PDF or TIFF.
14. Hard copies of plans designed in CAD are required as back up.
15. Do not fold hard copies of plans. Instead, roll them up and send to us in a tube.
16. All plans used in construction articles for *Model Aviation*, and sold by the AMA Plans Service, become property of AMA; AMA owns the rights to both the plans and designs.
17. In a circumstance where permission is needed to kit, AMA will in each case re-release the rights for kitting only to the original designer six months after the design is printed in *Model Aviation*; if he or she wishes, a deal can then be made with a kit manufacturer. The Plans Service, however, will still be the only place to purchase the actual plan.

18. In all other instances, new plans must be drawn up to be sold outside of AMA; the plans AMA bought with the article and the design are proprietary unless previously authorized for resale as a short kit to a manufacturer. If plans are modified and/or the model is renamed, AMA owns no rights to the design. Even small changes (to airfoils, shapes, etc.) would render the resulting model as a new design.

19. For more information about the AMA Plans Service, visit <https://plans.modelaircraft.org> or call (765) 287-1256, ext. 507.

Payment for Feature Articles in *Model Aviation*

1. Submissions to sections of *Model Aviation* and on www.modelaviation.com, such as "In the Air," "Focal Point," "Viewfinder," and "Plane Talk," are unpaid.

2. *Model Aviation* has a payment-upon-acceptance policy; we do not buy all submissions.

3. Once the author is paid, *Model Aviation* owns the rights to the article, photos, and/or model design and plans, and reserves the authority to edit and change the text or photos as necessary.

4. Once owned by *Model Aviation*, the use of content in blogs, newsletters, online at www.modelaircraft.org or www.modelaviation.com, in *Model Aviation* Digital, or in displays or social media, is at the discretion of AMA and the Communications and Publications departments.

5. Before payment, all authors are required to sign the Author Agreement and Assignment (located on page 15 of this PDF). It can be submitted to Communications Director Rob Kurek at rkurek@modelaircraft.org or Managing Editor Jenni Alderman at jennifer@modelaircraft.org, or by postal mail at Attn: Model Aviation, 5161 E. Memorial Dr., Muncie IN 47302. A social security number for tax purposes is also required before payment; a W4 is required if payments are more than \$600 for the year.

6. All feature article, product review, and construction plans payments are evaluated by the Executive Editor on an individual basis.

7. Payment is based on the number of magazine pages expected to be reserved for the article, whether the author has previously written for *Model Aviation*, his or her experience and knowledge, and the amount of additional work and expense required for the article to be publishable.

8. For product reviews, it is agreed by both the author/reviewer and *Model Aviation* that products are the property of the reviewer once the review has been accepted by *Model Aviation*. The product must stay in the reviewer's possession for six months after the review publication date. After six months, the reviewer may do what he or she wishes with the product (i.e., sell, trade, etc.).

9. Upon acceptance of review products, the reviewer acknowledges and agrees that the review text, photos, and any videos become exclusive property of *Model Aviation*. No part of the review photos, videos, and/or text may be reproduced in whole or in part, or otherwise, without the permission of *Model Aviation*.

10. Accepted reviews are scheduled as needed by the executive editor. We cannot guarantee publication dates, but do our best to publish them as quickly as time and space permit.

Bonus Video Content

We welcome interaction from our members with videos they have taken of their aircraft flying, of step-by-step how-tos or tutorials, or even event coverage that can be used as supplements on ModelAviation.com or in *Model Aviation* Digital to material in *Model Aviation* print. In order for videos to be the best possible, here are some guidelines to follow.

This can be overwhelming, but most newer, mid-level consumer camcorders shoot at the quality noted below or higher. We don't want you to become distracted by these details. We prefer you focus on the content and telling a great story. Most importantly—have fun.

1. If you are editing video, please keep it short. Digital viewers have limited attention spans. Less than 4 minutes is best.

2. We can accept most formats (.mov, .avi, .flv, .mp4, .wmv); however, for optimal results, use .mp4/MPEG-4 (Divx, H.264, Xvid) format.

3. Although we prefer .mp4, do not convert your video if it is in a different format. Allow us to do the conversion in-house.

4. Frame rates should be at least 24p or higher.

5. Ideal resolution should be at least 1280 x 720 (720p).

6. We prefer a 16:9 aspect ratio (widescreen), but 4:3 is acceptable.

7. If you have the option, please do not let the bitrate drop below 1,000 kps.

8. Please respect copyrights. Submit videos that you have shot yourself or that you have consent and permission to use. Please include information about who the video is by (Video by XXX) or by whom consent to publish was given if it is someone else (Permission to publish given by XXX).

9. Do not add music to your video (unless it happens to be playing in the background). If you do add music or other video clips, please provide us with all documentation verifying you are not violating copyright laws.

10. Files of videos may be submitted via email as an attachment or by DVD through postal mail, or through a service such as Dropbox, WeTransfer, or HighTail. If you would rather link to a video through a website such as YouTube or Vimeo, send us a direct web address link for viewing.

11. *Model Aviation* encourages members to keep copies of their videos because they become property of *MA* upon publication and will not be returned.

12. Selection and publication of all videos is subject to the approval of the magazine staff.



SPECIAL SECTIONS

Product Spotlight: Worth a Closer Look

In each installment of "Worth a Closer Look," we bring you new and exciting products from our industry. These write-ups are not press releases, but are actually mini-reviews written by the *MA* staff and chosen reviewers. The product or service is built, tested, flown, used, etc. to give you a firsthand account of how it performs.

We have found some of these items on our own, but many have been brought to our attention by outside sources. If you have a product or service that you feel might be "worth a closer look," contact Communications Director Rob Kurek by email at rkurek@modelaircraft.org or Managing Editor Jenni Alderman at jennifer@modelaircraft.org.

PRODUCT SPOTLIGHT



● New products that are Worth a Closer Look

FOAM-FLITE PRO AIRPLANE STAND

TERRY DUNN REVIEWED my *Fine-Fit* *Pro* *Acrylic* *Stand*. Here is what he had to say:

As the most common I prefer to use stands that are inexpensive, yet sturdy. Having a stable platform for my model airplane is important, especially when it comes to assembly and successive paint jobs.

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The stand includes several items of machined plywood parts and all of the necessary hardware. Assembly instructions are included on the website. After the parts are separated, there are several assembly pages, as well as a standing draw on the internet. It is not necessary to apply any glue to the parts. I did not use any glue. I used to stain my kit. I have a pair of sharp scissors and a sharp, fine sandpaper before hand.

I began by fitting the stand and

then

the



Focal Point

Are you proud of your latest building/flying effort? Send us a photo with detailed information about the model and its specifications and we will publish it! Don't forget to let us know how it flies and where you fly it!

Please note that there is often a backlog of submissions because of the popularity of this section of the magazine, and it might be several months before it is published. Submissions are published in the order that they are received.

1. Text should be a maximum of 200-250 words in length. Photos should be high-quality at a minimum size of 5 x 3 at 300 dpi, the equivalent size of approximately 20 x 16 at 72 dpi, or the highest jpg setting available in a camera.

2. Photos should be restricted to the model with or without the owner/builder. Please refrain from photos that depict other members of your family or your friends unless they were involved with the building/flying.

3. Material of a questionable or inappropriate nature will not be considered for use in any "Focal Point" presentation.

4. Please supply your city/state and/or AMA number, as well as your email address (if available) so that interested parties may contact you directly.

5. Submissions can be made by email (with photo as an attachment, not embedded within the message body) or by postal mail on a disk/flash drive or as a hard copy (see Photography Guidelines). All submissions should be sent to Managing Editor Jenni Alderman, Attn. Focal Point, at 5161 E. Memorial Dr., Muncie IN 47302 or emailed to jennifer@modelaircraft.org.

6. Questions about the text submission or photo quality/size can be directed to Managing Editor Jenni Alderman at jennifer@modelaircraft.org or (765) 287-1256, ext. 223.

Viewfinder

Do you have a high-quality/high-resolution aircraft photo you are proud of, or a model aviation-related photo with a great story behind it? We're looking for submissions to publish on the "Viewfinder" page in *Model Aviation* magazine.

1. A high-resolution photo or photo at the highest JPG setting on your camera is preferred: at least 5 x 3 at 300 dpi or the equivalent size of approximately 20 x 16 at 72 dpi.
2. Information for this section should include three to four short paragraphs (400 words maximum) about the background of the photo, including where the photo was taken (event, club, backyard, city/state), names of anyone in the photo, and any other interesting information you would like to provide.

3. Information about the type of camera used, as well as (if known) lens used, lens length, and settings (f-stop/ISO mode settings such as Aperture or Shutter Priority), is not required, but can be included.

4. Submissions may be made by email (with photo as an attachment, not embedded within the message body) or by postal mail on a disk/flash drive or as a hard copy (see Photography Guidelines). All submissions should be sent to Managing Editor Jenni Alderman, Attn. Viewfinder, at 5161 E. Memorial Dr., Muncie IN 47302 or emailed to jennifer@modelaircraft.org.

5. Questions about the text submission or photo quality/size can be directed to Managing Editor Jenni Alderman at jennifer@modelaircraft.org or (765) 287-1256, ext. 223.



COMMON QUESTIONS

Flex Innovations' Josh Schiff shares his knowledge

By **Joe Davis**
fliosolutions.org
 Photo provided by Flex Innovations

Common Questions

AMA members can learn more about the aeromodeling legacy in occasional installments of "Common Questions," a series of questions and answers about companies, brands, or organizations within our hobby.

If you or your company/organization would like to be a part of "Common Questions," contact Communications Director Rob Kurek at rkurek@modelaircraft.org or (765) 287-1256, ext. 220.

About Us

AMA members can learn more about the aeromodeling legacy and are invited to respond to a question for a chance to win prizes! Occasional installments of "About Us" highlight a company, brand, or organization within our hobby, not only to provide members with good information, but also to give you the opportunity to interact and have more fun with the Academy's flagship publication.

If you or your organization would like to be a part of the "About Us" program, contact Communications Director Rob Kurek at rkurek@modelaircraft.org or (765) 287-1256, ext. 220.

TEXT AND CAPTION STYLE INFORMATION

Text

1. Text font should be Times New Roman at 12 points, single-spaced, and formatted with 1-inch margins and .25-inch tab stops.
2. Please do not add page or section breaks. If section breaks are needed, use double spacing between sections, with a bold subhead title to emphasize the start of the next section.
3. Italics should be used for emphasis instead of uppercase letters, underlines, quotes, or bold.
4. The preferred word document program is Microsoft Word with the file extension of .doc.
5. Documents may be sent by postal mail to the attention of the Publications department on a disk (DVD)/flash drive, emailed as a file attachment, or sent via a file-sharing service such as DropBox, WeTransfer, or HighTail (preferred for large files), individually or as a zipped folder. If sending by email, please do not embed documents or text directly into the body of the message.
6. How-to information should be presented in a direct and orderly manner, but realize that a large part of the reading audience is not at an advanced level of modeling. Basic information should be included.
7. Avoid using slang terms. Abbreviations and acronyms should be spelled out in the first usage, with the abbreviation/acronym in parentheses after it. Include an explanation of abbreviations and acronyms for the benefit of less-experienced or beginning modelers, if possible.
8. Give brand names of commercial products rather than (or in addition to) a generic description.
9. Include all sources of information and/or manufacturers and distributors, including telephone numbers and/or contact emails and website links at the end of your text.
10. *Model Aviation* editors use a mix of AP Style and an AMA style guide for aeromodeling terms, spelling, and definitions.

Captions

1. Caption information for photos should include the file name of each photo and numbered in order of preference.
2. Captions should be typed, nonrepetitive, descriptive, and kept to a maximum of 30 words or less.
3. Ordinarily, captions explain something that is visible in the photo, although some might be more general and refer to the text.
4. The preferred word document program is Microsoft Word with the file extension of .doc.

PHOTOGRAPHY GUIDELINES

Photos and Images

1. We will accept glossy (not matte) color prints from 35mm manual or digital cameras.
2. If your camera has a date-stamp feature, please turn it off.
3. Do not mark on the back of hard-copy photos with felt-tip, permanent, or ball-point pens because the ink might bleed through and this cannot be removed.
4. Do not embed text through a photo program onto digital photos as "callouts."
5. The minimum size and resolution should be 300 dpi at an image size of 5 x 3, the equivalent size of approximately 20 x 16 at 72 dpi, or at the highest JPG setting available in a digital camera.
6. Digital photos originating from hard copies should be scanned at the highest setting possible for resolution (600 dpi is preferred).
7. Photo file formats/extensions excepted are JPG/.jpg, TIFF/.tif, RAW, or HEIC. PNG/.png is accepted for line art and graphs if they are a large, high-resolution size.
8. Please do not embed photos into Word documents, email, or PDFs. Instead, save them as attachments or separate photo files.
9. Do not digitally enhance/fix/Photoshop photos. Our graphic designers are experienced in correcting photos and use several programs to make necessary adjustments so that they look as good as possible.
10. Do not embed or inset photos within photos. If you wish for photos to be placed together or inset with each other, please note this in the caption text information and our graphic designers will put them together in the best possible way.
11. Try to get a mix of vertical and horizontal shots.
12. Remember to consider your surroundings and elements when taking photos: removing hats eliminates facial shadows; busy and/or cluttered backgrounds take away the focus of the photo. Do not cut off photo subjects (hands, airplane wings, legs, etc.). Think about photo composition, considering secondary objects or colors that blend in or merge together with the subject(s).

13. Photos that are too small in size/have a low resolution, are low-quality (fuzzy, jpg noise), out of focus, or are of too-far-away subjects that cannot be recognized will be rejected. *Model Aviation* reserves the right to not use any photo that does not meet resolution or size requirements, and if needed, may ask for additional photos that fit requirements.
14. We will not accept photocopies (color or black and white) on regular paper, or laser prints from home ink-jet printers (except as proof of the digital files furnished).
15. We will not accept "copied," "gleaned," or "screenshot" photos for print from the internet. Website photos are not large enough to use in print. If you need to use a photo you have viewed on a website or in an internet search, please contact the owner of the website/image for an original copy and permission to use, and cite this information/source in your provided text and caption information.
16. Just because it is on the internet does not mean it is free for use; copyright to an image belongs to its creator whether copyright has been registered or not. Presume you need permission to use any images acquired from the internet.
17. Consent for photos acquired from other sources or AMA members and not taken by you as the author is required. Include within the caption information who took the photo (Photo by XXX) or by whom consent to publish was given if it is a company or other (Permission to publish given by XXX).
18. Consent is required from anyone featured in photographs to be published. Consent is required for youth under the age of 18 from a parent or guardian. Written consent is preferred (whether paper or email), but verbal will be accepted.
19. Grayscale (black and white) photos are accepted.
20. *Model Aviation* designers reserve the right to redraw line art or illustrations in order to fit our style and standards.
21. Selection and publication of all photo and line art/illustration submissions is subject to the approval of the magazine staff.
22. Digital images may be sent by postal mail to the attention of the Publications department on a disk (DVD)/flash drive, emailed as a file attachment, or sent via a file-sharing service such as DropBox, WeTransfer, or HighTail (preferred for large files), individually or as a zipped folder. If sending by email, please do not embed photos directly into the body of the message.
23. When in doubt about the size of an image, feel free to send it to us to check the dimensions.

MA Photography Guidebook

A handbook for submitting photos that meet *Model Aviation* photo standards

Desirable:

Mix of horizontal and vertical photos



When taking photos for your article and/or event coverage, try to get a mix of horizontal and vertical shots. Sending both a horizontal and vertical version of the same photo (if possible) is extremely helpful to the designer in selecting the best orientation to maximize visual impact in your article.

Undesirable:

Dark, shadowy faces



Terms used in this guidebook and their meaning:

Candid: Not posed or set up

Composition: The makeup of your photo

Depth of Field: The area or “zone” of a photograph, from front to back, that is in focus

Objects, Subject: The focus of your photo

Fair: Hats put faces in shadows

Consider your lighting choices. Many aeromodeling events are held outside in the bright sunlight. For static photos, taking a picture with your subject's back to the sun (with you facing the sun) will most often result in darkened, barely recognizable faces. To combat dark faces, try using the flash on your camera to balance the light from behind with

Good: Removing hat eliminates shadow

light from the front. Along the same lines, try to avoid taking photos of people wearing sunglasses or hats--the bill of the hat casts a shadow across the face. Ask him or her to remove or turn the hat around, or try to snap the photo under a simple tent where eyes won't be squinting.

Undesirable: Busy and/or cluttered backgrounds



Poor: The chair pattern is too busy and takes focus away from airplane



Poor: The desktop is too cluttered



Fair: Clearing the desk is better



Good: Eliminating all background clutter is best

When taking photos set up for illustrations or sequencing (for example: a sequence of construction photos), place the subject on a simple, solid-colored background. Do not use a building shop (with glue and other

items lying around), a couch, a kitchen table, or similar backdrops for photographing subjects. Try finding a solid background, such as a blank wall or posterboard in contrasting colors.

Undesirable: Cutoff photo subjects



Cutoff people, airplanes, or other subjects will not be accepted.



DART OVERHEAD VIEW

Please do not take your images into Photoshop or other photo editing programs and embed a photo, words, cutouts, etc. into another. Allow our graphic designers do the work for you in an graphically pleasing manner by giving us instructions to do so.

Undesirable: Words or other photos pasted onto photo



Make sure that your subject matter is in focus. A good picture uses focus to draw your eyes to the subject. Objects and people that are blurred in an image are weaker photos overall and less desirable than those in focus. Please note that blurry backgrounds and foregrounds caused by the depth of field are acceptable.

Undesirable: Out-of-focus photos



Poor: The modeler on the left is growing a pole out of his head



Poor: Note how the orange airplane blends into the red outfit

Think about picture composition. Consider secondary objects when taking a photo. Make sure that people do not take on extra limbs in the form of trees or poles. Also, watch for blending. Sometimes two subjects or a subject and the background can

merge together. For example, a modeler with a bright red t-shirt holding a bright red airplane becomes one big bright red photo with an almost indistinguishable subject. In this case, try having the modeler put the airplane on the ground and kneel next to it.

Undesirable: New limbs or subjects that blend together



Undesirable: The “grip and grin” photo

Fair: If the people in this photo had not been looking to the cameras and posing with the award, this would be a good photo.

Avoid “grip and grin” photos. Many award events yield photos of people standing with their award, smiling in a less-than-comfortable way. Aim to

find more candid, action shots if possible. For example, try to get a picture of that person in the process of receiving the award.

Other general guides:

Digital photos printed on laser or inkjet photo paper will not be accepted.

The more photos you can submit, the better. *Model Aviation* retains the right to select the best photos for the layout and information presentation. All of your photos may or may not be included. The best way to ensure that a photo is published is to create solid photo composition, not cut off people or airplanes, keep it in focus, and submit the photo in a format workable for us (an original hard copy print or high-resolution digital file). If you have doubts or have questions about any of this, contact Managing Editor Jenni Alderman at (765) 287-1256, ext. 223, or jennifer@modelaircraft.org.

Summary:

Photos with the following attributes will not be considered or accepted:

- Cutoff subjects
- Cluttered backgrounds (for non-event photos)
- Digital files at too low of a resolution
- Embedded together in Photoshop
- Printed on laser or inkjet photo paper
- Out of focus

Rules of thumb for digital photograph sizes

72 dpi: 1500 x 900 pixels = 20.8 x 12.5 inches

300 dpi: 1500 x 900 pixels = 5 x 3 inches

72 dpi: 1800 x 1200 pixels = 25 x 16.6 inches

300 dpi: 1800 x 1200 pixels = 6 x 4 inches

72 dpi: 3000 x 2250 pixels = 41.6 x 31.25 inches

300 dpi: 3000 x 2250 pixels = 10 x 7.5 inches

The size of a photo can be found by taking it into a photo editing program (such as Photoshop) and checking the image size, or by right-clicking on a photo and searching its properties (under the Properties "Details" tab).

****Note:** Images for *Model Aviation* (photos, graphs, plans, etc.) are required by the printing press to be 300 dpi at a minimum of 5 x 3 inches, as either a JPG or TIFF file. We can convert from 72 dpi; however, the sizes must be aligned to the chart above (there is no maximum image size; they can be provided at a larger size than 10 x 7.5 at 300 dpi). Image sizes that are smaller than those stated above might be returned and larger ones requested.

Make sure that your camera's photo settings are for the highest JPG or TIFF option that is available. Photos can be taken *down* in size, but not *up* in size without the quality degrading. When in doubt, send a photo to us and we can check the sizing for you!

Model Aviation is ...

- The flagship publication of the Academy of Model Aeronautics (AMA).
- The official voice of the AMA, supporting the Academy's Mission and Vision.
- A monthly publication covering all aspects of the hobby and sport.
- Provided as a membership benefit at no extra charge.
- Available by subscription and found in select hobby shops in the U.S. and Canada.
- The best source for news about the Academy and its programs.
- The place to find information concerning new products, aeromodeling events, and helpful how-to articles.

Editorial Offices

Model Aviation is the official publication of The Academy of Model Aeronautics, 5161 E. Memorial Dr., Muncie IN 47302; Tel.: (765) 287-1256

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A complete list of all *Model Aviation* staff is available at modelaviation.com/staff

ADDITIONAL INFORMATION

Documents and Forms

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modelaviation.com/service

Model Aviation Digital (2012-current issues)
modelaviation.com/digital or
modelaviationdigital.com

Model Aviation Library (1975-2015 issues)
library.modelaviation.com

Write the Editor
modelaviation.com/editor

Model Aviation Mission Statement

Model Aviation is the flagship publication of the Academy of Model Aeronautics. *Model Aviation* serves as a vehicle to accomplish the purposes of the organization and a means by which official information is distributed to the membership. *Model Aviation* supports the mission of the Academy of Model Aeronautics.

Model Aviation strives to inspire, inform, and instruct enthusiasts who share a passion for aeromodeling.

Model Aviation covers the full spectrum of aeromodeling activities, and serves as an important historical resource.

Model Aviation seeks to be an information-providing leader in aeromodeling, reflecting the association's position as the world's largest model aviation organization

Model Aviation Author Agreement and Assignment

I, _____, am submitting herewith an article and/or other material entitled _____, (the "Work") to *Model Aviation*, a magazine owned exclusively by the Academy of Model Aeronautics, Inc., a nonprofit organization at 5161 E. Memorial Dr., Muncie IN 47302, for consideration of publication in *Model Aviation*.

- 1)** I hereby assign and sell to *Model Aviation* all right, title, and interest to the Work, including (a) its title and theme; and (b) all copyright, including renewals and extensions, in the Work, and any adaptation or version of it in the United States or anywhere throughout the world.
- 2)** *Model Aviation* agrees to pay me a fee based on the number of magazine pages expected to be reserved for the Work and any additional amount to cover additional work and expenses required to get the article into a publishable condition, and the sufficiency of such fee is hereby acknowledged by me.
- 3)** I enclose with this signed and dated Agreement and Assignment a copy of the Work.
- 4)** I respect and warrant that: (a) I am the sole author or one of the coauthors (if applicable each coauthor must provide a signed copy of this Agreement and Assignment) of the Work and have made no commitments with anyone else with respect to the Work or its use; (b) the Work is an original and does not infringe upon statutory or common law copyright, proprietary right, or any other right of any other person; (c) the statements in the Work are true (unless the Work is described as a fiction); and (d) the Work has not been previously published, unless otherwise agreed in writing.
- 5)** I shall indemnify and hold *Model Aviation* harmless from any and all loss, damage, and/or author expense (including reasonable attorney's fees) that *Model Aviation* may suffer or incur by reason of any claim, arising from the breach or alleged breach of any of the representations or warranties that I have made.
- 6)** *Model Aviation* has the right to edit or otherwise change the Work. *Model Aviation* is under no obligation to publish the Work or otherwise apply the Work to any specific purpose and does not guarantee a specific publication date, if any, of the Work. I hereby agree that I surrender all moral rights in the Work and *Model Aviation* may use my name, photograph, or other likeness in connection with the advertisement and promotion of the Work or any adaptation of versions thereof or the magazine in which it appears.
- 7)** I agree to take such actions and execute such documents, at *Model Aviation's* expense, as may reasonably be required by *Model Aviation* to secure and/or protect the rights obtained by *Model Aviation* according to this Agreement.

I acknowledge reading, accepting, and agreeing to the terms of this Agreement and Assignment by my signature.

Name

AMA #

Signature

Address

Date