



# **D.V.R.C.**

# **Membership Manual**

January 2019

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# Diablo Valley Radio Controllers

PO Box 9411, Pittsburg, CA 94565  
AMA Chartered Club #123

Welcome to DVRC! You are now a member of one of the largest Radio-Controlled Clubs in Northern California. You will find most members are willing to help you in any way and we hope that you will share your knowledge and experience freely with us as well. We want you to join in our club activities and come to our monthly membership meetings. We meet the second Saturday of every month at the field in the clubhouse at 9:45 a.m. Be sure and check the website ([www.dvrc.org](http://www.dvrc.org)) for the most updated information on events and meetings scheduled for the year.

As a member, you are required to have a current AMA membership and a DVRC Flight Badge to fly. Flight badges are issued only after demonstrating an ability to fly without supervision by one of our certified instructors. You must always display your DVRC **flight badge while flying**.

If you are new to R/C, we suggest you avail yourself to the Club's Flight Training Program. A Certified Instructor will help and guide you through the learning process of safely flying your new aircraft. A certified instructor must check all new members out (i.e. "Solo You") before you receive your permanent flight badge, which allows you to fly without an instructor. Whether you are new or experienced, contact a Certified Instructor for instruction and/or check-flight, whichever is appropriate.

The Club places great emphasis on safety and good flying discipline, everyone expects you to comply with the AMA Safety Code and the Flight Operations & Safety Rules included in this manual.

As mentioned above the club has many events, we hope you will participate in, we also occasionally have work parties to address field and club issues. These too can be a lot of fun in their own way and your participation in these events is needed to continually grow and improve our field and club.

The club encourages participation of family members, but we must keep track of who can fly at the field and who cannot, so we have Associate memberships available for immediate family members. See the Club Bylaws (included in this manual) for details.

There is also a "Sponsored Junior Program; for acquainting young persons with radio-controlled flying. A copy of this program is included in the manual as well.

Please read this manually carefully, it will tell you how the club operates and what your membership rights and obligations are. If you have any questions, please contact any of the club officers or board members.

***Thank you for your membership and Welcome to DVRC!***

# The Diablo Valley Radio Controllers

## A Short History

In the mid-1960's, a small group of radio control flyers flew together at various sites in the Diablo Valley. The group consisted of several veteran flyers that had started as early as the (50's) together with some new flyers. These flyers had banded together largely as the customers and friends of Howard Smith, an R/C flyer and proprietor of "Howard's Hobby Shop", originally located in Pleasant Hill and finally in the Sun Valley Shopping Mall. In early 1967, the group (about 18 in number) decided to form a club to improve fellowship and to facilitate acquiring a permanent flying site. Other goals were to develop better flight safety discipline among themselves, to provide better exchange of information and equipment among the group, and to try to control the safety behavior at their sites of flyers from outside the group. They adopted the name "Diablo Valley Radio Controllers" (a.k.a. "DVRC"), and shortly thereafter affiliated with the Academy of Model Aeronautics as Chartered Club No. 123. The first President was Don H. Redford. The club was chartered as a California non-profit corporation in 1972.

After flying from several sites between 1968 and about 1972, the Club got permission to fly on property which had been the motor pool area of Camp Stoneman before that Army base was dismantled 15 or 20 years before. This provided the Club a 600- by 70-foot concrete runway with a 250-foot asphalt extension as well as a separate 300-foot square asphalt mat, all in good condition. This was the Club's home field named in memory of EARL LINDSEY, a DVRC Member and U.S. Steel employee who obtained the support of the company for DVRC. A 400-foot runway five-station "Pacific Plan" frequency control setup was installed and used Astroturf from Diablo Valley College was laid down in the pits and as a 25,000-square foot landing mat.

In 1989, the Dow Chemical Company bought the Lindsey Field property and terminated DVRC's lease. Arrangements were made with Jack Roddy, an Antioch rancher, to use his property in Horse Valley south of Antioch as a flying field, and operations moved there at the end of July 1990. The landing surface is another batch of used Astroturf from the San Francisco 49'ers former practice field augmented by the DVC material. Work benches, pit areas, the five-station "Pacific Plan" setup, safety fences, shelters, and parking facilities were all installed in 1990. In 1993 saw the club move from the Roddy Ranch to the old Antioch Airport for a brief stint. In 1995, the East Bay Regional Park system gave DVRC a small, temporary site in the Contra Loma Park, in Antioch, CA.

Contra Loma was a great place to fly. The field was surrounded by hills and it was a great place to be in the Spring when the grass started growing and the hills turned green. Our stay at Contra Loma Park lasted about 6 years. In June 2001, we were asked by the Park System to return the site; so DVRC established a group led by Chuck Hill to try to save the Contra Loma Site. Chuck and the team gave it their best effort, but the Regional Park District declined to allow us to continue flying at Contra Loma.

It took us three work parties to tear down and pack all field equipment, including the AstroTurf and move it to our new facility. We successfully returned the field to its natural condition and left Contra Loma for the last time on 10/27/2001.

During the effort to save our Contra Loma field, another effort was started to search for a new facility. DVRC Member Orin Allen worked closely with the City of Pittsburg, CA and heard of an area that used to be part of old Camp Stoneman near the Delta View Golf Course.

The City of Pittsburg was given the property by the Department of Defense with the condition that it be used for public recreation. Orin spent considerable time working with the City of Pittsburg to obtain the site for DVRC.

His efforts were rewarded and in December 2001, DVRC was offered a lease on the 241-acre property in Pittsburg. This property was a WWII era shooting range and part of old Camp Stoneman and as such needed considerable cleanup and maintenance.

The property also has a 1700 Sq. Ft. Clubhouse, a great place for a runway (old rifle range) and plenty of parking. There is also an area to the east across a berm that is a great place for camping. All of the club members pitched in to clean up the Clubhouse, install windows and grade and pave a 500' runway.

On November 16, 2002, the new field was dedicated and named the Thomas C. Allen Memorial Airpark in honor of Orin Allen's father. Orin's father Thomas was one of the first certified A&E African American mechanics and J. Herman Banning was one of the first African Americans to gain a pilot's license. In October 1932, this FIRST TRANS-CONTINENTAL FLIGHT by Banning and Allen in their Alexander Eaglerock was a major historical event. This historical flight inaugurated a series of other flights by black aviators

DVRC is one of the older clubs on the West Coast and over the years has become one of the largest and most respected clubs as well. We are noted for running well-executed meets and fly-ins and for maintaining an excellent flying facility. Our members are always welcome at other clubs' meets because of unfailing good manners and helpfulness. We are looked up to for excellent structure and administration of the Club, for quick and thorough integration of new Members, and for our overall friendliness to outsiders and for the Club's lack of cliques and internal divisiveness.

Traditional events for the Club are the annual Potluck Party at the end of the year during the holiday season. At Christmas time, the club has a toy's for tot's drive

**Past Presidents of the Club are:**

DON REDFORD ('69)  
NEIL VAN DER WENTE ('70, '71)  
JOE WOLFSLAU ('72)  
BILL DOUGHTY ('73)  
GENE KESSLER ('74)  
BILL EICH ('75)  
ELMER HERRIER ('76)  
RAY MENKE ('77)  
EL HARTBAUER (finished '77, '78)  
BOB SEXTON ('79)  
WALT FARRELL ('80, '81, '82, '83)  
JIM SIMON ('84)  
TOM SOFIELD ('85, '86, '87)  
GRANT NEYHART ('88)  
TOM SOFIELD ('89, '90)  
KEN MOUNTAIN ('91)  
MILT DE GROODT ('92, '93)

JOHN DUNN ('94, '95, '96, '97)  
PAUL MACKER ('98).  
GARY CLOUGH ('2000)  
CHARLES HILL ('01)  
GREG GALLEGOS ('02, '03)  
TED EDGINTON ('04)  
GREG GALLEGOS ('05)  
GREG GALLEGOS ('06)  
BARRY WIFFIN ('07)  
BARRY WIFFIN ('08)  
MIKE ENOS ('09)  
NORM SHOMBER ('10)  
STEVE ANDERSON ('11)  
MEL NASH ('12,13)  
RON PENN ('14)  
KEN BIELER ('15)  
BOB WOLFE ('16)  
NIGEL WATSON ('17,18, 19)

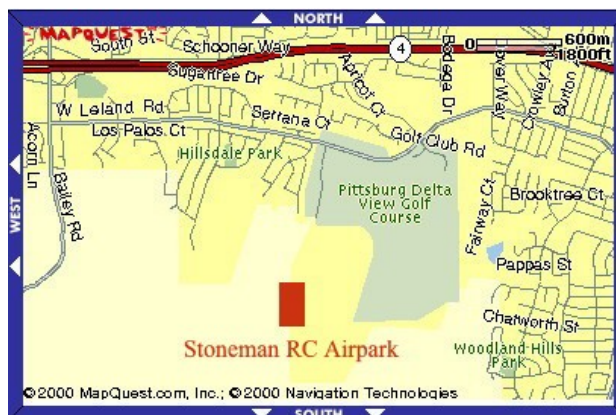
# Directions to DVRC

Visitors are always welcome to the DVRC flying field. The club is also open to the public during the monthly membership meetings and is an excellent time to bring out or invite a visitor. We hold the meetings on the second Saturday of each month at 9:45 AM in our clubhouse at Thomas C. Allen Memorial Airfield.

DVRC's Thomas C. Allen Airfield located near Stoneman Park in Pittsburg California. The access to the park is at the end of John Henry Johnson Parkway. The gates to the flying field are locked unless, there are members present. Only club members have the combination to the locks. If you are not a DVRC club member contact a club member to make sure someone will be there when you arrive.

The Following are directions to the park:

- 1) Take Hwy. 4 to Bailey Rd. South exit.
- 2) Make a left turn on Leland Rd.
- 3) Turn right at John Henry Johnson Parkway.  
(This is directly across from the fire station and next to the golf course.)
- 4) Turn right into the driveway near the end of John Henry Johnson Parkway. There is a sign indicating the DVRC Flying field.
- 5) Don't forget to close and secure both the first and second gates behind you!  
There are grazing cows in the surrounding area all year.
- 6) Follow the gravel road and veer right at the "Y".



## Certified Flight Instructors

Flight Instructors have volunteered their time to teach you. A New member should make arrangements with the instructor of his choice before going out to the field. If you do not make prior arrangements, you may not receive flight instruction when you arrive at the field.

DVRC has an extensive Pilot Training program which your instructor will guide you through. Following this list of instructors, you find the outline of this program.

Participating in this program will not only help you become a safe flying member but will also give you the opportunity to meet and fly with some of the club's best pilots and allow you to learn many of their tips and techniques.

A note on Modes: **Mode I**; is elevator controlled on the left stick. **Mode II** is elevator on the right stick; check your transmitter and manual if you are unsure. It is no harder to fly one mode than the other.

Early DVRC members flew Mode I because of the club's history. Today the majority of DVRC members fly Mode II. Most transmitters sold in the USA are Mode II and a Mode I transmitter would be a special request or order.

### Flight Instructors & Introductory Instructor Pilots

Henry Lu (Mode 1)	925 938-4464
RonWilliams	925 825-5845
Ted Edginton	925-356-6834
Jim Seibert	925-822-7822
Mel Nash	925-597-8142
Ray Davis	925 352-7229
Gene Aughtry	925 487-5575
Greg Gallegos	925 783-1072
Daniel Heering	925 267-2461
Doug Schramm	650 222-8060
Carlos Gracia	925 640-8257
Ron Hariri	310-877-6477
Mike Woodring	

## **DVRC Dues Rules: (Dated January 2014)**

The detailed rules about club dues are not included within the By-laws because they are subject to changes as the club's financial needs change. Changes in club dues are usually generated by The Board of Directors but must be approved by the General Membership to be applied.

### **Regular Membership**

All members who intend to fly must have a current (Full Adult) membership in the Academy of Model Aeronautics (AMA).

DVRC annual dues for Regular Membership are currently \$84 and are expected to be paid between 1 October and 31 December of the current year for the coming year. Dues payments after 31 December are subject to the additional Late Fee of \$20 added to the regular dues, regardless of when the payment is made in the New Year.

The "Late Fee" does not apply to members who have not paid dues for more than a year but wish to return. When the previous member wants to return, he/she will be responsible for providing their AMA number and the year date of the previous membership and pay on a pro-rated basis. The applicant's AMA membership must be renewed.

Payments of dues and fees may be made directly to the Treasurer or the Membership Chairman, or by check made payable and mailed to:

**Diablo Valley Radio Controllers**

**PO Box 9411**

**Pittsburg, CA 94565**

### **NEW REGULAR MEMBERS**

People applying for membership for the first time are required to pay a Field Assessment Fee of \$100 which is deposited in the club's Field Fund.

There is an additional Initiation Fee of \$20 and both these fees are one-time only expenses. New members may be attracted to join DVRC at any Time of the year, so they are allowed to pro-rate the \$84 dues over the remaining whole months of the year at the rate of \$7 per month.

If, for example, the new member joined the club in May the prorated dues would be  $\$7 \times 7$  months remaining = \$49 added to the \$120 one-time fees.

DVRC does not allow installment or delayed payments of required dues and fees. Credit or debit cards are not accepted. Prorating dues only applies to new members and returning members who have been gone for more than one year.

## Sponsored Junior Program

The "Sponsored Junior Program" permits any Regular Member of the Diablo Valley Radio Controllers to sponsor a person less than 18 year of age to fly radio-controlled aircraft at the DVRC Field under the following rules. Changes in the program's rules will require a two-thirds majority vote of a Member's meeting to become effective.

### Junior Program Rules:

1. Any Regular Member may be a Sponsor; and any youth known to the Sponsor and less than 18 years of age may; with his or her parents' permission, may become a Sponsored Junior.
2. A Sponsored Junior has the same flying privileges as a Regular Member, but no other rights or privileges of a Member.
3. Cost to the Sponsored Junior is \$10.00 (the cost of the special badge, printed material supplied, and some overhead expense.) This sum may be paid by the Junior or the Sponsor and may be changed by the Treasurer as costs change.
4. A Sponsored Junior may fly only when the Sponsor or a Sub-Sponsor is present and in charge of the junior's activities.
5. Flight Safety Citations or complaints of unacceptable behavior against a Sponsored Junior will also be against the Sponsor and both names will be cited.
6. A Sponsored Junior may not be given the lock combination.
7. A Sponsored Junior's term is granted until the Junior's 18th birthday. After that, the Sponsored Junior may join DVRC as a Regular Member, paying the full initiation fee, Field Fund assessment and annual dues per the pro rata schedule, or as an Associate Member if a parent joins as a Regular Member.
8. The Secretary will post at the DVRC field a current roster of sponsored juniors and their Sponsors.
9. A Sponsored Junior who voluntarily drops out of the program may re-enter, but not for longer than the unused portion of the original term of sponsorship. A Sponsored Junior dropped for cause may not re-enter the program (See item #7 above)

## **Sponsoring a Junior:**

1. A Member wishing to become a sponsor will provide the name, address, and phone number of the proposed Sponsored Junior to the Secretary. If there is not an opening in the program at that time, the Secretary will put the name of the proposed Sponsored Junior at the end of the waiting list. If there is an opening, the Secretary will enter the Sponsored Junior's name on the program roster, but the Sponsored Junior may not fly in the program until the requirements of 2b below are fulfilled. (see item "f" above)
2. Requirements for meeting flying status in the Sponsored Junior program
  - I. Show Secretary proof of Junior's age.
  - II. Show Secretary proof of Junior's current AMA membership
  - III. File with the Secretary a statement signed by the parents or legal guardian showing that they have received a copy of these rules and give permission for their child to participate as a Sponsored Junior.
  - IV. File with the Secretary a completed "Liability Waiver". This waiver must be signed by the Junior, both parents (natural parents or otherwise), and/or the legal guardian.
  - V. File with the Secretary a copy of an authorization to consent to the medical treatment of a minor at Kaiser Permanente Medical Officer - Antioch. (The original form must be in the Sponsor's immediate possession while the Junior is engaged in flying activities).
  - VI. File with the Secretary a copy of an authorization to consent to the treatment of a minor at a Hospital. (The original form must be in the Sponsor's immediate possession while the Junior is engaged in flying activities.)

**Sponsored Junior Program Consent Form**

**Parent/Legal Guardian Approval**

We have read the rules of the DVRC Sponsored Junior Program and hereby give our permission for our child \_\_\_\_\_ to take part in the program under the sponsorship of the following DVRC member \_\_\_\_\_.

Signed Parent/Legal Guardian: \_\_\_\_\_ Date: \_\_\_\_\_

**Liability Waiver**

In consideration for the participation of \_\_\_\_\_ ("Participant") in the Sponsored Junior Program of the Diablo Valley Radio Controllers (the "Club"), the undersigned hereby release, and waive any claim of liability or recourse against, the Club or any of its Members for any injury or damage of the kind to any person or property which may arise out of any actions taken by the Participant, the Club, or any of its Members in the course of operating radio-controlled model airplanes or out of engaging in activities related to the Club's Sponsored Junior Program.

Signed Parent/Legal Guardian: \_\_\_\_\_ Date: \_\_\_\_\_

Signed Participant: \_\_\_\_\_ Date: \_\_\_\_\_



**DVRC Field; Flight Operating, Safety Rules and Regulations**  
**All DVR Members should remember that they operate and fly at**  
**their OWN RISK at the DVRC Flying Field**

**1. Safety.**

- All operations shall be conducted in accordance with the current Official AMA National Model Aircraft Safety Code and with personnel safety as the first priority.
- These Rules apply to Members, Visitor and Guests of DVRC.
- Deliberate and persistent violations of safety rules could lead to Safety Violation Citations, suspension of member's flying privileges and expulsion from DVRC.
- Per the AMA Safety code, all aircraft shall be operated in a safe manner and consistent with the skill level of the pilot and structural limits of the aircraft.
- **All members** must bring Safety Rule violations to the attention of the violator in order to stop the infraction; educate the violator; and if necessary, bring to bear the power of the Club's opinion in favor of safety.

**2. DVRC Field Usage.**

The field is for the use of current DVRC members; and member escorted authorized AMA guests only.

- Proof of AMA and/ or DVRC membership is required.
- Unauthorized users of DVRC Field will be considered trespassers.

**3. Hours of Operation.**

- DVRC flying field is open from sunup to sundown.
- On some occasions, Night Flying if permitted...

**4. Restricted Areas.**

Aircraft may not fly over the following areas unless the aircraft is out of the pilot's control.

- The restricted area surrounding the field as shown by the map & sign in the pit area.
- The pit area or the parking lot.
- Flying over Pittsburg Police Dept. Firing Range, south east of the pit area is not allowed.

## 5. Flight Boundaries.

- To ensure safety of our non-flying guest; only pilots and/or spotters are allowed beyond the Yellow line in the pit area.
- All takeoffs will turn away from the pit area.
- All landing patterns will be flown on the side of the runway away from the pits.
- All flying will be **West** of the runway beyond the fence; except for takeoffs and landings, which will not be made closer to the pits than the runway's edge.

## 6. Airspace control and coordination.

- The **pilots are collectively the control tower**. Each pilot must announce all intentions before initiating taxi out, landing / touch and go, dead stick or other emergency, or a pilot entering the runway area for any reason. As a courtesy to fellow pilots, time on runway of aircraft or pilots should be minimized. Stay aware of other aircraft while clearing the runway.
- Dead Stick or Emergency landings have priority.

## 7. Pilot Requirements

- Members must display a flight badge when flying without supervision.
- Members must have a valid AMA, and DVRC membership card.
- Guests flying at our present flying site must show a current AMA membership card.
- Members are responsible for their guests' behavior, (see DVRC Visitors Rules for complete details.)

## 8. Flight operations (all aircraft).

- For the purposes of this document, all rotor type aircraft are considered to be Heli's. (Tri copter, quad, hex, etc.)
- All flight operations are to take place west of the runway. All hovering and 3 D maneuverers shall be done in an area so as not to disrupt the normal flight pattern of other aircraft. The only exception to this is Heli hovering practice which is to occur only from the Heli pad south of the pit area.
- **No hovering of any rotor type aircraft is allowed in the pit area, which bounded by the windsocks on the north and south of the pit area.**
- Helicopter flight operations are the same as fixed wing aircraft.
- Take-offs shall originate from the runway. On takeoff, rotation shall not be attempted until directional control is established. When in doubt, abort the takeoff.
- Do not fly carelessly or recklessly, i.e., in a manner that could possibly endanger persons or property
- Do not taxi an aircraft in the pit area unless it is on a tether or leash adequate to prevent its runaway.
- No more than **five (5)** aircraft may be in the air and/or taxiing on the runway at one time.

- When landing, or taking off, (Pilots must announce their direction of operation.) and should follow the pattern agreed upon by those flying at the time.
- Pilot should avoid flying toward the pits and spectators while doing high “G” maneuvers that might result in parts falling in the pit or spectator’s area if the plane should come apart in flight.
- A landing aircraft has the right of way over others during its base leg, approach, touch down and roll -out.
- When preparing to land, warn others verbally or otherwise.
- An aircraft with engine failure or damage has priority over all others, and its pilot will warn others of the emergency.
- A pilot, while flying, will stand or sit in the marked pilot box at the flight station. (behind the safety fence; not stand on the runway).
- To hand launch an aircraft, the pilot will advance toward the runway, launch the aircraft away from the pits, and return to the pilot box as soon as the aircraft is airborne.
- All aircraft will be limited to 90db measured at 9 feet in any direction from the engine.
- Batteries will not be disposed of on-site. All batteries should be recycled.
- In case of a crash, the pilot will make a good faith effort to remove and properly dispose of all residues.

## 9. Enhanced Flying at Dvrc

- FPV (Unmanned Aircraft Operation Utilizing First Person View) is allowed at DVRC as per AMA Safety Document #550. All members flying FPV are encouraged to read this document.
- **High Speed or Low speed Passes over the runway are not allowed at DVRC.**
- Flying over runway is allowed only during take-off, landing and touch & goes.

## 10. Transmitters and Frequency Management.

- All Transmitters will be marked with owner’s name.
- Transmitters when not in use will have power switched off; and will not be turned on unless their users have possession of the appropriate **frequency pin**.
- Pilots with 2.4 GHz radios do not need frequency pins.
- Pilots will not fully extend the transmitter antenna until ready for take-off.

## 11. Pre-flight Inspection.

- Prior to the first flight of the day each aircraft will be given a thorough pre-flight inspection by its pilot.
- A new, un-flown aircraft or an aircraft rebuilt after a major crash will, before it is flown the first time, undergo a technical safety inspection (including a radio equipment ground range check) by an experienced DVRC Member other than its pilot.

- A typical pre-flight inspection would include:
  - Hinges/control surfaces/linkages; All secure with minimum slop?
  - Prop; is it secure?
  - Invert model and shake; does anything come loose?
  - Receiver Antenna; is it extended?
  - Is the wing securely attached?
  - Does neutral position on controls appear correct?
  - Does CG appear correct?
- A radio, which has suffered a major crash, will unless it has been reconditioned, undergoes a ground range check before it is flown again.

## 12. Engine Operation. (Gas and Glow)

- Pilots will make every effort to avoid spilling fuel. They should have some type of recovery system while fueling.
- All aircraft will be limited to 90db measured at 9 feet in any direction from the engine.
- If your engine displacement totals more than 0.90 CID two-cycle or 1.20 CID four cycle, you must have the aid of an assistant or use an adequate physical anchor while starting and adjusting your engine(s).
- Any two-cycle engine 0.15 CID or larger must have an effective muffler. Any four-cycle or Wankel engine is exempted from this requirement unless it is unusually noisy in the judgment of a Safety Committee member or Club Officer.
- A fire extinguisher **must** be ready at hand if you are using gasoline fuel.

## 13. Engine Operation. (Electric)

- Batteries are **NOT** allowed to be installed or removed in “**Electric**” Aircraft on the assembly tables.
- ESCs may not be armed on the assembly tables and motors are not to be operated on the assembly tables.
- ESCs may only be armed and motors run while at the pilot station.
- **First willful violation:** results in a verbal warning. (Warning is recorded and stays in Members file for one year).
- **Second willful violation:** results in a 3-month suspension of DVRC Flight privileges. (Suspension is recorded and stays I Members file for one year).
- **Third willful violation:** results in a 6 months’ suspension of DVRC Flight privileges and stays in Members file for one year.
- **ESC’s and motors may be operated in the Heli area for hovering.**

## 14. Soaring/Sloping Operations.

- Pilots, using 72MHz radios desiring to soar/slope on surrounding slopes must leave a message with their pin and they must have two-way communication with the field. This rule does not apply to 2.4 GHz radios.
- When notified that another pilot is at the field with the same frequency pin and wishes to fly; the soaring pilot shall return within 30 minutes.

## 15. DVRC Field Conduct and Common Courtesy.

- All DVRC members are required to abide by; and administer all rules.
- Illegal drugs and beverages containing alcohol are prohibited at the field.
- Wear club identification while at the field.
- Spotters are recommended during all flight operations.
- Quickie type aircraft or other full power hand launches should be made from the upwind-most available pit and launched into the current wind or directly away from the flight line. This will impact the fewest number of pilots during normal launching and recovery.
- Flying alone is not recommended.
- Keep pets, children and guests supervised at all times.
- Inform aircraft operator of possible safety issues or violations in a courteous manner.
- Clean up after yourself. Take all trash with you when you leave the field.
- The last member leaving the field is responsible for securing the area including all locks.
- **Emergency vehicles/Heli (full scale)**. Cease all flight operations immediately upon awareness of emergency helicopters in our immediate vicinity. Flight operations are prohibited until all emergency aircraft have left the area or are stationary on the ground.
- **Visitors are always welcomed at DVRC**. There is no limit on their attendance, except that their behavior must be acceptable to Club Members present.
- The DVRC member host is responsible for all violations of his/her guest(s).
- Flying privileges for guests are as follows:
  - Residents; Defined as someone living within the area from which the club draws membership. Two visits per year.
  - Relatives or Friends; Defined as someone visiting from outside the Club's membership area. Twelve visits per year.
  - Members of Another Non-Local Club; Defined as someone who has moved into/ or is visiting the Club's membership area and a member of another non-local Aircraft Club.
    - They must show proof of AMA membership.
    - They may fly without limit for one month after their first visit to the field.
    - (The Flight Operations Officer will provide a temporary, dated flight badge).
    - If they do not join the club after one month, they are classified as "Residents" and restricted as such.
  - Members of Other Local Clubs; Defined as someone who is a member of a local club in our membership area. Same as "Residents". See above.
- For non-AMA members wishing to experience a "hands-on" model flight, the Academy does allow this, on a one-time basis per person ONLY, (with the use of a Buddy Box system for RC).
  - During this one-time flight, the club is protected through its liability coverage as long as the non-member's supervised flying is in accordance with the AMA National Model Aircraft Safety Code(s).

- Under no situation should the non-member's equipment or aircraft be used. Only AMA members are insured during this flight per the terms of the liability policy. This coverage is never transferable to the non-AMA member during the permitted one-time trial flight.
- Should an accident occur during this one-time flight, the person providing the flight assistance must file an accident report? Under the liability policy, the airplane is never insured, and the non-AMA member is never insured during this flight.

## 16. DVRC Regulations

- As much as we would like to not have any rules governing our operations at the DVRC Flying Field, in order to maintain safety, continuance of our AMA insurance, and to promote fairness among the membership, we not only need to have a firm set of rules but also a method to enforce those rules.
- An effective and fair set of rules for operations is only as good as the enforcement of these rules and the manner in which corrective actions are taken.
- The club members must come to some sort of understanding of how the rules will be enforced, who will monitor operations and report rule violations, and what penalties may be involved for repeat offenders

## 17. How the rules will be enforced and who will monitor our safety performance:

- ❖ The rules will be enforced fairly and equally, regardless of past transgressions and perceptions.
- ❖ Each club member is expected to **understand and follow** the rules during all operations at the DVRC field.
- ❖ All DVRC members are considered to be "Designated Safety Monitors" (DSM) and to act as official impartial rule enforcers and providers of safety information.
- ❖ The intent of the DSM is to provide courteous and positive reinforcement of the rules in order to promote safety and guidance as to what to watch for at the field.
- ❖ The DSMs will be allowed some latitude in enforcing the rules, as everyone may violate the rules accidentally at one time or other.
- ❖ If the offender is violating the rules accidentally due to the skill level at which the member is flying, then the Safety Officer or DSMs will assist the member in improving his skills to permit the member to fly in a safe manner by raising his skill level.
- ❖ Club members should be their own 'Safety Officers' while they are at the field. If they see something that, in their opinion violates the intent of the rules, inform the person in a friendly manner that their flying may be compromising the field safety.
- ❖ You should also speak to or document to a DVRC Designated Safety Monitor about the incident if you feel that it was severe enough to warrant further

scrutiny. If there is a rule infraction that a member feels strongly enough about to write to the Safety Committee, (Safety Officer and the DSMs) then the writing needs to note as many particulars as possible: witnesses, whom, specific directions, wind conditions, relative positions.

## 18. What penalties will be levied for repeat rule violators?

### ❖ Penalties are.

- **First willful violation:** results in a verbal warning. (Warning is recorded and stays in Members file for one year).
- **Second willful violation:** results in a 3-month suspension of DVRC Flight privileges. (Suspension is recorded and stays in Members file for one year).
- **Third willful violation:** results in a 6 months' suspension of DVRC Flight privileges and stays in Members file for one year

### ❖ Appeal Process:

- The Safety Officer reviews all violation material and discusses it with the member who has made the violation. If there is agreement, the appropriate penalty is applied.
- If there is disagreement the member in violation can appeal to the committee (or part) which hears both sides of the event, reviewing the facts and deciding. Both sides can bring witnesses who are questioned by the committee as well. The committee decides which rule(s) were broken, documents its findings and notifies the members involved. If there is agreement, the appropriate penalty is applied
- The member in violation may file a written appeal to the board of directors and have the infraction reviewed again. It is necessary that the appealing party have a rather compelling argument to have the decision overturned.
- The appeal is done in writing and reviewed. This review can be done with or without the member(s) present, at the discretion of the member. Minor ones probably without but if a member is about to be terminated or is a constant violator then the member will need to be present.
- The board of directors makes its decision and documents its findings, notifies the violating member of its findings, and the penalty to be levied. If a member is to be terminated, it is carried out in accordance with the By- Laws.

Documentation is the key to this process as it sets precedence for follow-on violations as well as allows for reference in changing any rules.



## Diablo Valley Radio Controllers Safety Committee

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**Citation**

**Citation**

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Date: \_\_\_\_\_ To: \_\_\_\_\_

On \_\_\_\_\_ (day), \_\_\_\_\_ (date), at approximately \_\_\_\_\_ time)

You or the guest for whom you were responsible for is reported to have violated DVRC Flight Safety Rules as follows:

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The Safety Committee will meet at: \_\_\_\_\_ (address)

On \_\_\_\_\_ (date) at \_\_\_\_\_ (time) to  
decide whether disciplinary action will be taken against you.

You are requested to be present to defend your position. If you are unable to do/ or do not wish to attend this meeting, please call the Safety Officer, to make other arrangements or give him your comments.

You may continue to fly at the field pending the action of the Safety Committee, but until that action, you are on safety probation. Further violations could be considered as a "persistent safety violations" which is one of the Bylaws' justifications for expulsion.

CITATION BY: \_\_\_\_\_ & \_\_\_\_\_  
Safety Committee Club Officer



## Diablo Valley Radio Controllers Safety Committee

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### NOTICE OF SUSPENSION

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Date: \_\_\_\_\_ To: \_\_\_\_\_

The Executive Committee has reviewed your citation for violations of DVRC Flight Safety Rules, which occurred on \_\_\_\_ (date).

The Committee has decided a penalty is merited and has temporarily suspended you from flying at DVRC field in accordance with the DVRC Bylaws. During the period from: \_\_\_\_\_ (date) to \_\_\_\_\_, dates inclusive.

This suspension means that:

- ✚ During the period stated, you **may not** fly your aircraft or anyone else's at the DVRC flying site and that you **may not** bring any aircraft to the field for display, testing, or any other purpose.
- ✚ During the period stated, you **may not** vote in membership meetings.

You are free to visit the field and/or attend meetings and any other club activities, provided the conditions above are observed.

Failure to observe the terms of your suspension may result in another citation and possible expulsion from DVRC for "persistent" safety violations" or "inappropriate behavior".

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President, DVRC