



GENERAL RULES

Compliance with the rules is the responsibility of each pilot. Failure to comply with the rules of the DeLand Radio Control Club places in jeopardy our privileges to fly at this city owned property. Any violation of rules described in the general rules, flight rules or bylaws may result in the suspension of flying privileges or expulsion from the club.

1. Entering and exiting the field will be accomplished by using the extreme west side of the runway adjacent to the spectator fence or via the grass area on the same side of the field. (See field diagram.)
2. Fueling aircraft or running engines or electric motors will not be permitted on the tables under the pavilion.
3. New members must first solo and be checked by an authorized designee prior to receiving a gate key.
4. Each club member's AMA card must have a current DRCC sticker affixed to the front of the card.
5. Concurrence of the members present will be the final word as to when, or if, control line aircraft may be flown. Free flight operation is prohibited.
6. Dues collection will be conducted at the December membership meeting in accordance with the dues schedule. All dues must be paid by the January membership meeting. Keys will not be issued unless dues are paid in full. Missing or lost keys will incur an additional key charge. If dues are not paid by January 31st, membership in the DeLand Radio Control Club is expired. The board may consider hardship merits on a case-by-case basis.
7. The last member to leave the field **must** lock the gate. If the airport side of the gate is improperly secured, an officer or board member must be contacted to have the gates secured.

FLIGHT RULES

1. Any club officer, or designated instructor, may be the on-field arbitrator as to the safe operation of any aircraft being operated at the field by members or guests.
2. All Federal Aviation Administration, Federal Communication Commission, Academy of Model Aeronautics, DeLand Radio Control Club and the City of DeLand rules must be observed.
3. Observe and avoid full scale aircraft regardless of their altitude, location and heading. **They always have the right-of-way.**

Familiarize yourself with the AMA "See and avoid" guidance. In the event that your model crosses the southern boundary of the RC field, ground it immediately to avoid an active runway incursion. If the model comes to rest inside the active airport boundary, do not attempt to enter the airport space, but immediately go the Airport Manager's office to report the incident and make arrangements to retrieve your model. The contact information is:

John Eiff
DeLand Airport
1777 Langley Ave
DeLand, FL 32724
Phone: Managers: (386) 740-6955, Airport Office: (386) 740-5808

Should the infraction be out of office hours and you have not been able to make contact with the Airport Office, then please call the Safety Officer, David Shorrock on 407-625-1128, or his delegate, John Driver, on 386-736-8996. You will then be authorized to safely retrieve the model by entering one of the pathways from our access road on foot. The Safety Officer will advise the airport Manager by e-mail or text ASAP.

4. All aircraft must face the runway when starting.
5. The runway is to be used for takeoffs, landings and touch and goes only. All flying must be accomplished east of the runway center line at a maximum altitude of four hundred (400) feet per AMA regulation.
6. When two or more aircraft are flying, a pattern must be established. All 3D activity must be announced and accomplished over the grass, east of the paved runway. Entering and exiting 3D maneuvers must be in accordance with the prevailing pattern.

7. Flying is absolutely not permitted beyond the entry road at the south end of the runway. (See field diagram.)
8. Flying from areas other than designated flying areas is not permitted.
9. Pilots flying from the paved runway or the grass runway east of the pavement must be stationed in a designated pilot station.
10. Engines or motors must be shut down at the pilot line. Taxiing back to the pits is not permitted. (See diagram.)
11. Flying is absolutely not permitted without AMA or DRCC membership.
12. Guests must display a guest pass in view and be accompanied by the sponsoring DRCC member. Local guests are restricted to three guest days. Out of town relatives of DeLand Radio Control members will not have a limitation.
13. Night flying and all turbine powered aircraft are strictly prohibited at the DeLand Radio Control Club field.
14. Dead stick aircraft have the right-of-way and the pilot must announce his problem and intentions.
15. The grass area at the northwest end of the runway has been designated for Park Flyers (as defined by the AMA not to exceed 32 ounces in weight or 60 M.P.H. and be electric powered). High performance park flyers of any weight will be required to use the pilot stations. (See diagram.)
16. The park flyer and helicopter area is to be used by one or the other and not both simultaneously. Cooperation between both types of pilots is a must.
17. The established club frequency control plan for all frequencies, other than 2.4 GHz, will be in force at all times and frequency pins will be displayed by the pilot when flying.
18. Instructors will be designated by the Board of Directors after demonstrating the following abilities:
 - A. Good communication skills
 - B. Good piloting habits
 - C. Ability to buddy box a transmitter
19. All flight instruction will be accomplished by designated instructors.
20. Examiners will be instructors and/or those experienced individuals designated by the board. Any member wishing to become an examiner must apply to the board.
21. The following aircraft classes will be in effect for the purpose of soloing by pilots:

- A. Park Flyer
- B. Gas/Glow/Large Electric (Qualifies one for Park Flyer certification.)
- C. Helicopter

Soloing on one class limits a pilot to that class of aircraft. To gain additional classes an individual must solo in that type also. A board member or safety officer reserves the right to have any member re-qualified.

22. Check ride examiners will be any instructor/examiner other than the student's original instructor.

The check ride will consist of the following maneuvers within the designated flying area:

- A. Controlled take-off (for helicopter: hover).
- B. Turn to enter pattern.
- C. Fly horizontal figure 8.
- D. Perform a simulated dead stick (helicopter: auto rotation).
- E. Perform simulated full scale avoidance.
- F. Demonstrate a landing approach in both directions.
- G. Perform a landing and taxi to full stop.
- H. A verbal examination of procedures and safety.

23. Gasoline powered aircraft must have an engine shut-off system, operable from the transmitter, in addition to any direct manual throttle-kill ability. All pilots are encouraged to install this feature on their aircraft as soon as possible.

These rules are designed for your safety. Please be respectful to your fellow pilots, courteous to our guests, and helpful to our youth.

Thank you.