

IRKS Membership / Renewal Application

Name: _____

Address: _____

City: _____ Zip Code: _____

Phone: _____ E-Mail Address: _____

AMA #: _____ UAS TRUST Cert. #: _____ RID Module Yes No

Introductory Membership: Annual rates for all first-time members:

Individual (\$48)* Family (\$60)* Youth (FREE) AD Military (\$24)* Snowbird (\$24) (6-month min.)

- First time member's dues will be prorated using the following formula:
 - Membership rate /12 times the number of months remaining until their AMA membership expires, not to exceed 12 months (e.g., if a new IRKS member has 18 months left on a 2-year AMA Membership card, the introductory rate applies to the first 12 months.)

Annual Membership Renewal: Due by the expiration date reflected on the IRKS membership card.

Individual (\$80)* Family (\$110)* Youth (FREE) AD Military (\$40)* Snowbird (\$40) (6-month min.)

- ***\$20 late fee if not renewed by the expiration date reflected on the IRKS membership card.***

***Note:** You may pay for 2 years' club membership if you have a 2-year AMA card. New members pay the Introductory Membership rate plus a prorated Normal Membership rate not to extend beyond their AMA membership expiration date

Guest Memberships: Guest member's dues will be \$7.00. This is for a one-time guest visit for less than 30 days but exceeding our normal guest policy of three single day visits for free.

Fees Paid: Amount: _____ Cash Check **(Make checks payable to IRKS)**

I understand that becoming a member of the Indian River Kontrol Society is a privilege and not a right. I have read and agree to follow the attached IRKS Rules/Safety Regulations and any other club policies. I understand that violation of club safety rules or behavior detrimental to the club can result in dismissal from the Indian River Kontrol Society and the use of club flying sites.

I also understand that it is my responsibility to know what is going on in the club (such as events), by attending meetings, reading the club's newsletter, website, emails, and bulletin board at the field.

A photocopy of AMA Card, AMA receipt of payment for AMA dues or screenshot of temporary AMA membership card MUST accompany this application.

Applications and checks may be mailed to:

***IRKS Membership
c/o Steve Formanek
1275 Ambra Dr.
Melbourne, Fl. 32940***

(Signature)

Okay to publish personal info to other club members.

Special Note: Membership cards must either be picked up at a club meeting or other arrangement or can be mailed if a self-addressed stamped envelope is included with renewal application.

Indian River Kontrol Society General/Safety Rules for the Space Coast Aeromodeling Park October 19, 2022

These Safety Rules apply to the IRKS Space Coast Aeromodeling Park located at the County Road 524 Landfill Site. The layout of the site is depicted in Figure 1, which identifies the Main Runway; Park Flyer and Helicopter; Sailplane; and Control Line flight areas.



The club safety rules are intended to provide a safe unsupervised flying environment for the everyday use of the flying site.

General Rules

1. The AMA National Model Aircraft Safety Code and common courtesy will be observed.
2. Alcoholic beverages and other controlled substances are strictly prohibited on the premises.
3. All IRKS members are responsible for ensuring that club rules are enforced.
4. All flight intentions shall be announced.
5. All flyers and guests are responsible for cleaning up their area and removing their trash from the site upon departure. This includes debris in the event of a crash. In other words, if you brought it with you, take it with you. Don't leave it at the field.
6. The use of mufflers is required on all glow/gas powered RC models except for vintage aircraft as per Vintage R/C Society rules. The use of mufflers (tongue mufflers are acceptable) is recommended on C/L models except for engines manufactured without factory "silencers" and those exempt per AMA Rules, i.e., CL Combat, Racing and Speed. Note: The AMA requires that engine sound levels be limited to 98 dB at 9 feet.

7. Children must be under adult supervision at all times while in the flying and pit areas and must not be left unattended.
8. All pets must be on a leash while at the field. You are responsible for picking up after your pets.
9. It is strongly recommended that all club members have a personal fire extinguisher with them. The ones at the field are meant to be backups.
10. No vehicles, except mowers, are allowed on the take-off and landing areas and in the pit areas.
11. There is no flying while runway grass is being mowed.
12. IRKS Trash Policy: If you brought it with you, take it with you.

Flying Privileges

1. Use of the flying field is restricted to IRKS members, their guests, and participants registered in IRKS sponsored events who have proven that they are AMA members. (By order of the County Commissioners)
2. Members with student cards must always be accompanied by a member with a pilot card while performing flight operations. Once a student passes the Solo Flight Test, they will receive a pilot card, at which time they may fly by themselves.
3. Although use of a Buddy Box for flight instruction is recommended, the use of a Buddy Box is at the discretion of the instructor.
4. Participants registered in IRKS sponsored events must be AMA members (or equivalent) and may fly for the duration of the sponsored event.
5. In order to fly as a guest, the following shall be observed:
 - a. The guest must be an AMA member and be sponsored by a current IRKS member.
 - b. The sponsor must be present.
 - c. The guest must display his/her AMA card on the frequency board along with the sponsor's IRKS membership card.
 - d. Guest privileges are limited to a maximum of three visits per year, after which the guest may join the club. Guests cannot change sponsors to gain additional flight time.

Pit Rules

The Pit Areas for each flying area are shown in Figure 1. The following rules apply to the Main Runway area:

1. Except for hand-launched models, all aircraft being started or with engines running shall remain in hand, on a safety stand, or tethered until the pilot is ready to proceed to the runway. Aircraft that are too large for the safety stands must be tethered or held back by a helper or a suitable restraining device.
2. Aircraft with engines running or with electric power batteries connected shall not be left unattended unless the aircraft is on a safety stand.
3. Taxiing in the pit area (between the pilot stations and sunshade) and behind the pilots is not allowed. All taxiing must start and stop by the pilot stations.
4. Larger aircraft that pit to the east and west of the sunshade may taxi to the runway.
5. Larger aircraft entering the pits after landing must stop once they've cleared the runway.
6. Engine break-in and full power engine run-ups for the purpose of engine adjustment and engine clearing should not occur directly behind or near pilots who are flying.

Frequency Control Board

The frequency tree must be used by **all** non 2.4 pilots to identify current club membership and which frequencies are in use. Post your current IRKS membership card on the frequency board according to the guidelines below:

1. Members using discrete frequency radios
 - a. Post your IRKS membership card in the frequency slot corresponding to the frequency you intend to use. Sailplane pilots must attach a clothes pin to their membership card to identify that they are flying in the sailplane area.
 - b. In the case of multiple pilots using the same frequency, only one pilot may place his/her IRKS membership card in the frequency slot at a time. When a pilot is finished with his/her flight, he/she will surrender the frequency slot to the next waiting pilot.
2. Members flying control line – Post your IRKS membership card in the designated area of the frequency board or on a frequency slot if you are using non 2.4 radio control with your control line equipment.

Club Contests and Special Events

The Contest/Event Director (CD) shall be ultimately responsible for conducting all contests and special events in a safe manner. The CD has the authority to supersede these rules during a contest or other event. The CD may use a different frequency control system, not use the pilot stations, close our main field and parking lot and use them as a fly zone, etc. in order to conduct the contest/event. When the field is closed for a contest or event, ONLY the CD can reopen the field for normal flying.

Flight Operations for Powered Aircraft from Main Runway – Zone 1

The Powered Aircraft Operations Area for the Main Runway area as shown in Figure 2. This area may be used by all aircraft. Park Flyers and helicopters are encouraged to use the park flyer and helicopter flight operations area that is provided on the west end of the field. Pilots should consider time sharing the use of the runway to accommodate diverse aircraft that could potentially interfere with each other.

1. Anything outside of the non-highlighted area (Zone 1) is a No-Fly Zone. See Figure 2
2. The AMA Safety Line is indicated by the black line at the bottom of Zone 1 in Figure 2. This line runs east to west through the yellow marker poles on each end of the field. Flying south of this line is prohibited.
3. The number of aircraft in the air at one time shall be limited to the number of pilot stations adjacent to the Main Runway
4. Pilots must stand in the designated pilot station areas adjacent to the runway for all flight operations.
5. Flying over the runway is permitted only for the purpose of takeoffs, touch and go practice, and landings. All other flying shall be conducted north of the main runway.
6. You must announce your intentions on runway use – takeoffs, landings, aircraft hand launches, temporarily occupying the runway, etc.
7. Turbine-powered models are permitted provided that the engine is installed so as to cause no burning of the grass in the pit area or on the runway.



- Violations of the 'No Fly Zone' may result in the suspension of the violating member's flying privileges for a minimum of one month. Repeated violations of club rules could result in expulsion, in accordance with our bylaws.

Flight Operations for Control Line, Park Flyers and Helicopters – Zone 2

The Control Line, Park Flyer and Helicopter flight operations area is a 200 by 400-foot area on the west end of the field and south of a west extension of the Main Runway as shown in Figure 3. No flights may encroach into the Main Runway landing approach area.

This area is time shared between the Control Line, Park flyers and Helicopters, i.e., either control line, park flyers or helicopters will fly at any given time. But will be used on a first come first serve basis.

Control Line Flight Operations

- Maximum line length is restricted to 70'.
- The pit crew shall leave the circle area/flight path after launch of the aircraft.
- Do not enter a circle while an aircraft is flying unless requested to do so by the pilot or his pit crew.

Park Flyer Flight Operations

- A 'park flyer' is defined by the AMA as an electric airplane that weighs less than 2 pounds and flies less than 60 miles per hour.
- The number of park flyers in the air at one time shall be limited to the number of pilot stations adjacent to the flight operations area.

Helicopter Flight Operations

- For safety reasons, this area is restricted to a maximum of 2 helicopters flying at any given time with each helicopter flying in a 200 by 200 box.
- Those pilots in helicopter training must use this area.



Flight Operations for Sailplane Launch Area – Zone 3

The sailplane launch area is an 800-foot diameter circle south of the main parking area as shown in Figure 4.

Launches are permitted in any direction as long as there is adequate room to turn the aircraft after launch to prevent flying over Zones 1 and 2 at low altitudes. Although sailplanes will typically be flown over the entire site at high altitudes, they shall not be flown over Zones 1 and 2 at low altitudes.

While the control-line area is occupied, sailplane flights will fly no lower than 100 feet.



Aircraft Retrieval

You may recover aircraft up to the dirt road/ditch just south of the new construction zone as shown in Figure 1. Any aircraft going into the new construction zone MUST still be recovered by county personnel.

IRKS members are NOT allowed in the construction zone for any reason. All aircraft retrieval MUST be done by county personnel ONLY. Any IRKS member seen or caught in the construction area will not be allowed back on site and will also be brought before the club for immediate dismissal.

The aircraft retrieval process is as follows:

1. All aircraft landing in the construction zone will be retrieved between the hours of 7:30 AM and 5:30 PM, Monday through Saturday by county personnel ONLY.
2. If an aircraft goes into the construction zone after 5:30 PM, Monday through Friday, you will have to wait until the following day to have your aircraft retrieved.

3. Between 7:30 AM and 5:30 PM, Monday through Saturday contact one of the following people:

Debbie Holstein @ 321-863-0771

Call the numbers in order and leave a message if no one answers. Wait 5 minutes before trying the next number. Be patient, aircraft retrieval is not their normal job.

4. There will be no aircraft retrieval on Sundays.
5. If your aircraft lands in the construction zone on Sunday, no one is to be called and you will have to wait until Monday to have it recovered. (Fly at your own risk!)