

# Indian River Kontrol Society General/Safety Rules for the Space Coast Aeromodeling Park October 25, 2015

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 'No Fly Zone' areas are defined under General Rules, Number 4.

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

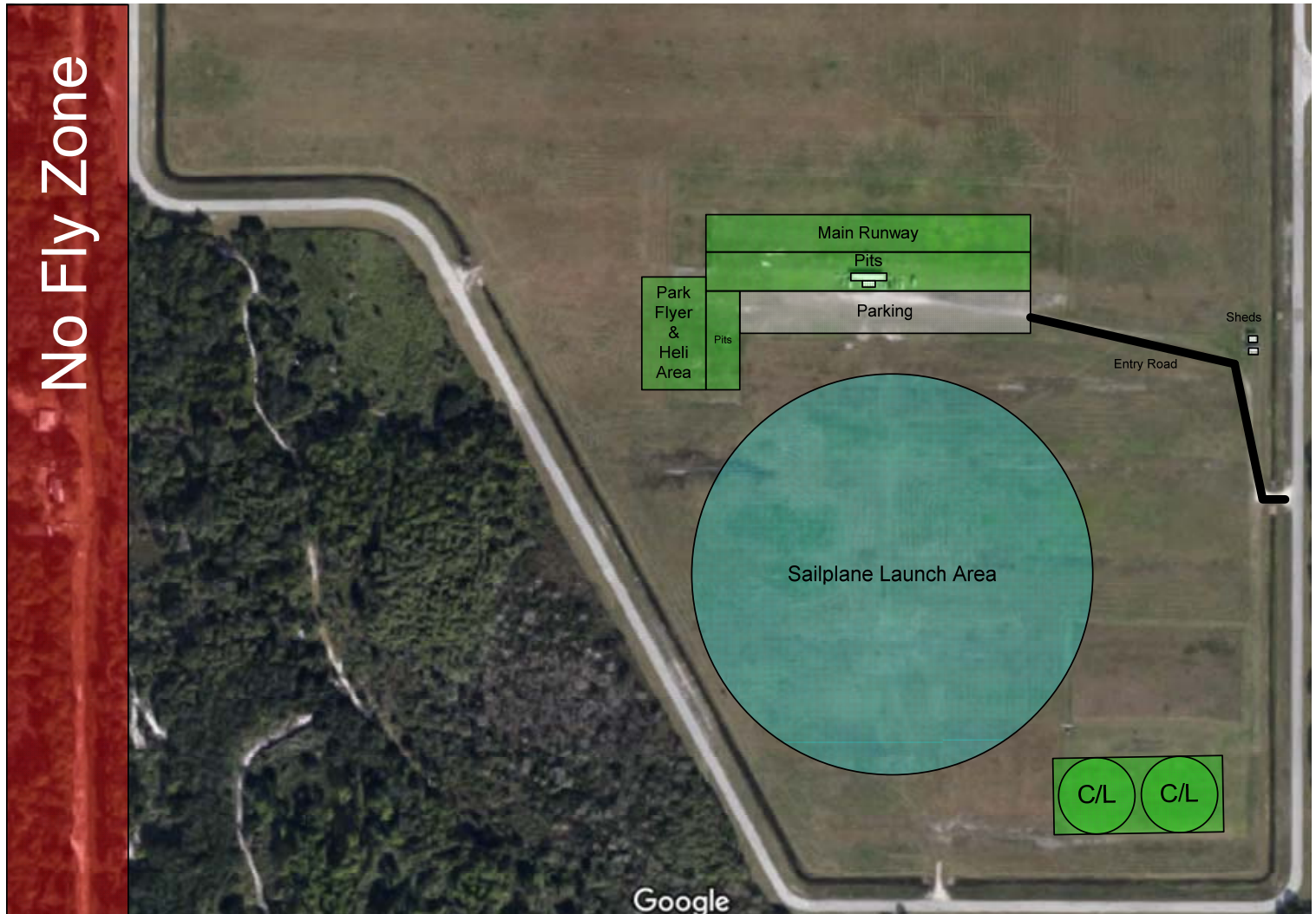


Figure 1. 524 Flying Site Configurations.

## 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. There will be no flying in the 'No Fly Zone' area with any type aircraft for any reason except as specifically noted in the Sailplane Flight Operations Section.

Figure 1 shows the 'No Fly Zone' areas which encompasses all pilot stations, pit area, spectator area, parking lot, the entry road and the wooded area past the far west road to the west of our site. Do not fly past the far west road on the west side of our flying site.

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.

5. All flight intentions shall be announced.

6. 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.
7. The use of mufflers is required on RC models except for vintage aircraft as per Vintage R/C Society rules. The use of mufflers, tongue mufflers 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.
8. Children must be under adult supervision at all times while in the flying and pit areas and must not be left unattended.
9. All pets must be on a leash while at the field. You are responsible for picking up after your pets.

## Flying Privileges

1. Use of the flying field is restricted to IRKS members, their guests, and participants registered in IRKS sponsored events. (By order of the County Commissioners)
2. Members with student cards must be accompanied by a member with a pilot card at all times 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 tree 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 into the pit area or behind flying pilots is not allowed.
4. 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** pilots to identify current club membership and which frequencies are in use. Post your current IRKS membership card on the frequency tree according to the guidelines below:

1. Members using discrete frequency radios
  - a. Post your IRKS membership card on the frequency pin 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 on the frequency pin at a time. When a pilot is finished with his/her flight, he/she will surrender the frequency pin to the next waiting pilot.
2. Members using 2.4 GHz radios - Post your IRKS membership card in the designated area of the frequency tree.
3. Members flying control line – Post your IRKS membership card in the designated area of the frequency tree or on a frequency pin if you are using 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**

The Powered Aircraft Operations Area is the Main Runway area as shown in Figure 1. 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. The number of aircraft in the air at one time shall be limited to the number of pilot stations adjacent to the Main Runway
2. Pilots must stand in the designated pilot station areas adjacent to the runway for all flight operations.
3. 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.
4. You must announce your intentions on runway use – takeoffs, landings, aircraft hand launches, temporarily occupying the runway, etc.
5. 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.

### **Flight Operations for Sailplane Launch Area**

The sailplane launch area is an 800-foot circle south of the main parking area as shown in Figure 1.

Launches are permitted in any direction as long as there is adequate room to turn the aircraft after launch to prevent flying over the No Fly Zones at low altitudes. Although sailplanes will typically be flown over the entire site at high altitudes, they shall not be flown over the No Fly Zones at low altitudes.

### **Flight Operations for Park Flyers and Helicopters**

The park flyer and helicopter flight operations area is a 200 by 400 foot area west of the No Fly Zone area (Parking Lot) and south of a west extension of the Main Runway as shown in Figure 1. 3D flying is allowed in this area. No flights may encroach into the Main Runway landing approach area.

This area is time shared between park flyers and helicopters; i.e., either park flyers or helicopters will fly at any given time.

### **Park Flyer Flight Operations**

1. 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.
2. 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**

1. 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.
2. Those pilots in helicopter training must use this area.

### **Flight Operations for Control Line Aircraft**

The control line area with its three circles is in the southeast corner of the field as shown in Figure 1.

1. The pit crew shall leave the circle area/flight path after launch of the aircraft.
2. Do not enter a circle or the Safety Zone between the circles while an aircraft is flying unless requested to do so by the pilot or his pit crew.

### **Flight Operations for Pylon Racing**

Pylon racing practice will be held with the three pylons located north of the Main Runway such that the Main Runway can be used for takeoffs and landings of the aircraft participating in the practice.

1. Pylon racing practice will be scheduled in advance and the day, time, and expected duration of the practice will be announced to the club members.
2. The park flyer/helicopter area and the Main Runway area will be closed during pylon racing practice.
3. The parking area may not be used during these practice sessions.
4. Spectators are invited to watch these practice sessions but they must remain at least 300 feet from the nearest pylon.