



Kirk Field Flying and Field Rules

Amended Nov 9th 2010

1. General Field Rules

- (a) All pilots are required to have a valid AMA license. It must be shown at the request of any member. Should you be flying at the field as a guest, it must be displayed on the impound control board while flying .
- (b) All AMA and RCMB safety codes must be adhered to at all times.
All Baltimore County laws must also be observed.
- (c) Hours of field operation:
Fuel powered aircraft from 10:00 a.m. to 8:00 p.m.
Electric powered and gliders from dawn to dusk.
- (d) Spectators must remain in the spectator area.
- (e) Parents are responsible for the conduct of their children and owners for their pets.
- (f) No stakes or spikes shall be driven into the ground at the field for any purpose.
- (g) Trash must be deposited into the provided trash cans. Glow fuel containers must be taken away by the owner and cannot be deposited into the trash cans as per Baltimore County. Do not bring refuse from home, This is no longer a dump.
- (h) Assembly tables must not be used as a pit area. These tables are for assembly and disassembly of planes and for repair work. Please clear them ASAP once you are finished assembling, repairing, or disassembling your models.

2. Safety and Frequency Control Rules

- (a) Flying behind the close edge of the paved runway such that it places the aircraft over the grass, flight line stations, pits, spectator, or parking area is strictly prohibited. However, take offs and landings can be performed on the grass area between the pilots' stations and the paved runway provided that the planes be no closer than 25 feet to any personnel during take offs and landings. Low altitude high speed flybys are only allowed over the grass area on the far side of the paved runway if another pilot is flying. Aircraft under 1 pound are exempt from the above restrictions.
- (b) Engine break-in is not to be performed in the pit area. Extended engine running should be away from the pilot's station area so it does not disturb pilots flying

or persons sitting under the canopies.

- (c) Airplanes with fuel engines may only be started in the pits. Helicopters may be started on the work tables. Aircraft with running engines shall not be left unattended.
- (d) All 27, 50, 52, and 72 MHz transmitters must be impounded upon entering the field. All 2.4 GHz radios may be kept at your pit area.
- (e) The transmitter channel shall be displayed on the antenna or other suitable transmitter location except 2.4 GHz radios.
- (f) When removing a transmitter from the impound area, the proper frequency pin must be attached to the antenna and the pilot's AMA license placed on the frequency control board in place of the frequency pin. The pin and radio transmitter are to be returned to the impound box immediately after the flight except for 2.4 GHz radios. You must display your AMA card and take a 2.4 pin but may keep your radio at your pit area.
- (g) Engine must be shut off prior to the pilots stations and walked back to your pit area. You may taxi out to the runway, there is NO taxing allowed into the pit area from the runway after flying.
- (h) No flying during grass cutting or field work sessions.

3. DB Rules

- (a) All engines must operate at or below a sound pressure level of 95dBA measured at a distance of 9 feet from the model.

4. Flying Rules

- (a) Take-offs and flying from the pit or spectator area is prohibited. Pilots must fly from the designated flight line stations only, except for helicopter pilots practicing hovering and planes that need to be hand launched for flight. Pilots may elect to sit in a pilot station for comfort or for medical reasons.
- (b) Flight past the orange cones 100 yards south of the runway is prohibited by fuel powered aircraft.
- (c) Pilots must declare their intentions to take off, perform touch and goes, and land to the other pilots flying using those terms. Landing aircraft have the right of way. In the event of an in flight emergency, that aircraft has the predominate right of way.
- (d) No more than six aircraft may be in the air at any given time.
- (e) Any pilot with an untested aircraft may request all pilots to refrain from flying while he completes the initial test flight of the aircraft.

- (f) The direction of take-offs and landings shall be indicated by the arrow on the flight line and adhered to by all pilots. Note: The direction of flight can be changed at anytime due to wind variations.
- (g) In the event of more than one aircraft being flown at the same time, a racetrack pattern will be flown with the upwind leg close to the runway and the downwind leg over the far edge of the field for aircraft below 100 feet.
- (h) Aircraft that require hand or bungee launching may not be launched towards the parking, pit, or spectator areas. Hand launches that require launching into the wind can be performed at the north end of the field past the last pilot station and no closer than 50 feet to it.
- (i) No planes are to be flown below 100 feet directly towards the pilots stations parking lot or buildings.

5. Enforcement

- (a) All club members are responsible for enforcing the field and safety rules.
- (b) Any club member may request assistance from the Police for enforcing these rules should a visitor not be willing to comply.
- (c) Disputes with club members not resolvable in a calm and adult manner at the field require a written complaint submitted to the BOD including the members name committing the infraction and the date and time it occurred . This must be signed by the complainant. The BOD will then address the issues with the parties involved and disciplinary actions, depending on the severity of the rules violation, can be as follows:
 1. Verbal reminder to violating member
 2. Written warning to violating member.
 3. Suspension of flying privileges
 4. Expulsion from the club for chronic rules violations.

These rules have been reviewed and approved by the RCMB BOD and the members at large.

They apply to and are to be enforced by every RCMB club member.