

Kirk Field Flying and Field Rules

Approved by BOD on 03/16/2019 (Rev.4)

1. General Field Rules

- a. All pilots must have a current AMA membership and are required to adhere to AMA, FAA, RCMB and Baltimore County rules and regulations.
- b. To fly you must be certified by a RCMB instructor.
- c. Hours of operation: Fuel powered aircraft between 10am to 8pm.; Electric aircraft from dawn to dusk.
- d. Spectators must remain in the Spectator Area*. Children and pets must be supervised by a responsible adult.
- e. All flying guests must be certified and accompanied by a club member.
- f. No stakes or spikes are to be driven into the ground beyond 10 inches (To protect the landfill membrane).
- g. Engine sound levels must be at or below: 96 dba. (10am to 12 noon), 98 dba. (12 noon to 5pm) and 96 dba. (5pm to 8pm). Exceptions are only allowed for special events, approved by the Board of Directors.
- h. Fuel-powered aircraft are not allowed to fly past the 3 orange cones on the hill at the south end of the runway.
- i. No aircraft are to be flown outside of the Landfill Boundary. See the photo in the Club House showing the boundary.
- j. No flying allowed during grass cutting, field work sessions and club meetings.

2. Safety Rules

- a. The RCMB Lightning and Thunder Policy is in effect during thunder storms. The policy is posted on the Field Bulletin Board.
- b. Battery powered aircraft with propellers may only be run/armed in the Pit Area*** or Break-in/Test Area**.
- c. Engine powered aircraft may only run in the Pit Area* or Engine Break-in/ Test Area**.
- d. Aircraft, engines and motors being broken in, or statically tested, must use the Break-in/ Test Area **.
- e. No running engines or armed propulsion motors shall be left un-attended.
- f. Drone and Helicopter pilots are encouraged to use the "Helo" pad at the south end of the field.
- g. Pilots flying "First Person View" must have a certified pilot spotter. Together they are responsible for field rule compliance.
- h. Taxiing, takeoffs, landings and flying from the Pit Area*** or Spectator Area* is prohibited.
- i. Takeoffs can be either "conventional" or "hand launch". For "conventional" takeoffs the pilot must be in one of the flight stations, then taxi beyond the Safety Line**** and takeoff in the direction of the active runway. For "hand launch" takeoffs, the pilot must stand at least 10' from the upwind flight station, then launch at a 45-degree entry angle into the pattern and move into a flight station as soon as practical. No hand launching is allowed from the Flight Stations.
- j. Pilots must fly from one of the six Flight Stations (limit of six aircraft flying at the same time).
- k. All flying must be done on the far side of the Safety Line**** which is 25' out from the Flight Stations.
- l. Pilots doing Takeoffs, Landings, and Touch & Goes must announce their intentions and receive a "Cleared" confirmation from the other flight line pilots.
- m. For flight emergencies, the pilot must announce the emergency and be given the landing right of way.
- n. No planes are to be flown under 100' directly towards the Flight Stations, Pit Area*** or Spectator Area*.
- o. For general flying, pilots are to fly in a "Standard Pattern" while in turn the zones as shown in Fig. 1.
- p. In the "Standard Pattern", only inline maneuvers, such as: Taking Off & Landings, Touch & Goes, Low Passes, Inverted Flight, Knife Edge, etc. are allowed following a racetrack configuration as shown in Fig. 1.
- q. Pilots may request to fly a "Nonstandard Pattern" in which they would NOT be required to fly a normal racetrack configuration. To be in effect, all flight line pilots must agree on how they will fly without impacting safety. Examples of when a "Nonstandard Pattern" might apply are 3D, training, special demonstrations, testing, and drone/helicopter operations.

3. Rule Enforcement

- a. Any rule infractions that cannot be resolved amicably between the pilots at the field should be brought to the attention of the Safety Officer or the Board of Directors.
- b. The Board of Directors will decide on serious rule violations and take appropriate actions.

* The Spectator Area is the West side of the green Safety Fence. See Fig. 1.

** The Break-in/Test Area is near the Break-in Table at the end of the Equipment Shed. See Fig. 1.

*** The Pit Area is on the east side of the green Safety Fence directly behind the Flight Stations. See Fig. 1.

**** The Safety Line is 25' out from the Flight Stations that parallels the runway and projects out north and south to the landfill boundary, a segment of the line is chalked white on the grass. If the chalked line is not visible, pilots are required to visualize a safety line using the green Safety Fence and the runway as references. See Fig. 1.

