



CHESAPEAKE BAY RADIO CONTROL CLUB OF MARYLAND, INC.

FIELD RULES

1. All AMA and FAA Safety Rules apply when flying at the CBRC field.
2. It is encouraged that a minimum of two (2) persons be present when model aircraft are flown. If flying alone, a cell phone should be readily available in case emergency services are required.
3. New members, visitors, and large plane pilots must be certified safe for Solo by a current member.
4. Transmitters must be turned off and placed in the impound area upon arrival at the field. 2.4 GHz Transmitters are excluded.
5. A Pilots current AMA card with a CBRC stamp must be placed in the appropriate channel slot on the frequency control board before turning on the transmitter (including 2.4 GHz). First pilot at the field should get the board out and hung up.
6. Must have FAA Certificate of Registration and the number to be displayed on or in aircraft as long as no tools are required to view it.
7. Flying at the left end of the field (as viewed from the flying stations) will be limited to takeoffs and landings only. No flying will be permitted beyond the end of the runway. Upon liftoff, when taking off to the left, the model aircraft must immediately turn right and not re-enter the airspace at that end of the runway, except to land.
8. Decibel limitations of 95 db at 9 feet will be strictly enforced. The club's db meter will be the standard measuring device against which all engines will be tested. If a member believes that his db meter is more accurate than the one owned by the club, he may donate the meter to the club, and if approved by the Board of Governors, the donated meter will become the standard. Offenses: 1st – Warning, 2nd – 1 month suspension, 3rd – membership terminated for 1 calendar year.
9. When starting, warming up, or adjusting engines, all aircraft must be under positive restraint with the prop blast directed away from the spectator area. All electric motor preparation including hooking up Batteries must be in the pit area and not in the pavilion. No engines should be started in the pavilion.
10. Minimize prolonged engine running in the pit area. New engine break-in and extended adjustment/tuning should be done away from pavilion, preferably at far right pit station.
11. Do NOT taxi your aircraft behind an active flyer at the flight line. NO taxiing in the pit area. You must carry your model to and from the active runway when any of the flight stations are being utilized. If you are flying a large model and you have a positive restraint or a helper to hold on the Vertical Stab you can taxi out to the flight line.

12. No flying behind the pilot line or over the pit and spectator areas.
13. Hovering flight for helicopters and multi-rotors will be from the helicopter flight station at the Southeast corner of the field, unless the runway is not being used.
14. All forward flight of helicopters and multi-rotors will be over the active runway.
15. No over-flying of the residential or school areas surrounding the CBRC field.
16. Always state your intentions to active flyers, e.g., "Taking off", "Landing", "Dead Stick", "Man / Woman on the field", etc.
17. When a gas-powered aircraft is started, a fire extinguisher must be placed in the immediate vicinity of the pit area.
18. Cars will be parked in designated areas along the fence or along the tree line.
19. No flying while the runway is being mowed.
20. Take all of your trash home with you. Place only cigarette butts in the butt cans provided, Smokers empty butt cans when you leave the field and take home to your trash.
21. Model aircraft flying is permitted from 9:00am until dusk Monday through Saturday and Sunday 11:00am until dusk.
22. No unsupervised children or dogs allowed in the pit and flight line areas.
23. Electric powered models may be flown from any of the four available flight stations. A maximum of three glow or gas powered models may be flown at one time. Flight instruction may be conducted from any available flight station.
24. Noise and flight rules should be enforced by all members. Repeat offenders will be requested to meet with the Board of Governors and face possible revocation of membership and flying privileges.
25. The gate of the flying field shall be closed and locked when there are no club members at the field. The first member to arrive shall unlock and open the gate. The lock and chain shall be secured to the gatepost to avoid its loss while the field is in operation.
26. The last club member to leave is responsible for securing the field by:
 - a. Verifying that the frequency control board is back in the lock box.
 - b. Verifying that no one has left any equipment behind.
 - c. Locking the lock box.
 - d. Locking the entrance gate.

