



FIELD RULES

1. All Federal laws, regulations, Maryland DNR regulations, and the AMA Safety Code apply when flying at the CBRC field. (See External Rules supplement)
2. The CBRC Crownsville flying field is located in the Baltimore Washington International surface Class B airspace and the Washington, DC Special Flight Rules Area (SFRA).
3. It is encouraged that a minimum of two (2) persons be present when model aircraft are flown. A cell phone should be readily available in case emergency services are required.
4. New members, visitors, and pilots must be checked out by a current member.
5. Transmitters must be turned off and placed in the impound area upon arrival at the field. 2.4 GHz Transmitters are excluded.
6. 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.
7. Decibel limitations of 95 dB at 9 feet will be enforced. dB meter apps are available for free download to any smart phone.
8. 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.
9. 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.
10. 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. You may taxi a large model from the flight line fence if you have a positive restraint.
11. No flying behind the pilot line or over the pit and spectator areas.
12. 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.
13. All Non-Hovering flight of helicopters and multi-rotors will be over the active runway.
14. Always state your intentions to active flyers, e.g., "Taking off", "Landing", "Dead Stick", "On the field", etc.

15. When a gas-powered aircraft is started, a fire extinguisher must be placed in the immediate vicinity of the pit area.
16. Cars must be parked along the fence, except during field mowing.
17. No flying during field maintenance.
18. Take all trash and debris home.
19. Minor children must be accompanied by a parent or guardian
20. Pilots must fly from the established flight stations.
21. 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.
22. Noise and flight rules should be enforced by all members. Repeat offenders will be requested to meet with the Board and face possible revocation of membership and flying privileges.
23. 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 lock bar shall be secured to the gatepost to avoid its loss while the field is in operation.
24. The last club member to leave is responsible for securing the field by:
 - a. Verifying that no one has left any equipment behind.
 - b. Locking the entrance gate