



Lancaster and Morecambe Model Aircraft Club

LAMMAC is affiliated to the BMFA

Chairman: Mike Shepherd Secretary: Walter Audley Treasurer: Peter Sandford



Safety Notice – New LAMMAC ‘Core’ Safety Rules for FPV aircraft – May 26 2016

Dear Members

Overview:

As you may be aware, there is growing public concern about quadcopter/drone flying in the U.K. Unfortunately, the negative aspects of this type of aircraft are being emphasized in the media. We must ensure we follow CAA and BMFA codes of lawful practice - all pilots should be aware of these and study them carefully. The following is intended to form the ‘core’ safety rules for LAMMAC members as they apply to any form of FPV aircraft, rotor or fixed wing type, in our current location. The broader detail of CAA and BMFA laws and rules still apply.

Types of FPV aircraft:

We have two types of quadcopters currently in use:

1. GPS stabilized quads designed for assisted flight, videography, and ideal for novice users – generally flown FPV style with some form of monitor or screen/goggles. Such aircraft are easily capable of long-range flight beyond line of sight reach.
2. Racing mini quads generally used for fun flight, FPV and sport/racing, suited to those with heli and/or fixed wing experience, generally flown in close proximity to the pilot.

LAMMAC Core Rules:

The following rules apply to both types of Quadcopter from immediate effect and constitute requirements to fly:

1. **GPS assisted quadcopters** should have the following geofence references active in software/firmware: distance (the geofence) 200 metres; altitude 120 metres (or 400 ft). *These references uniquely apply to our location and proximity to property, sensitive residents, and to public highways and footpaths.*

2. **GPS assisted Quadcopters** should have the Return to Home feature and Failsafe active (failsafe applies to racing mini quadcopters too, see 6 below)
3. **Both GPS and Racing mini quadcopters** cannot fly without a competent spotter present throughout the flight duration; the competent spotter being: a LAMMAC member with flight experience and competence (equivalent to 'A' certificate and above) who is able to advise the pilot on the presence of dangers (and guide him away from danger), and about distance and orientation of the aircraft throughout any time of disorientation.
4. **Both GPS and Racing mini quadcopters** must be in clear line of sight of the pilot or spotter – this applies to both types of aircraft flown with any type of FPV camera viewed through monitor or goggles (*using a monitor which enables you to look up and check the orientation of the aircraft does not discount the need for a spotter; the spotter rule applies to use with monitors and goggles*)
5. **Both GPS and Racing mini quadcopters** should fly from the dedicated area for Quads and Helis (see Field and Safety Rules: <http://lammac.bmfa.org/wp-content/uploads/2016/03/Field-Safety-Rules-Mar-2016-1.pdf>) Further to this, the dedicated area is designed to facilitate communication between fixed wing and quadcopter pilots while they are airborne.
6. **Racing mini quadcopters** should have their 'Failsafe' set-up and active (please ask for advice if you're not sure how this is configured in Cleanflight or Baseflight). Please use a low voltage buzzer if needed (if you don't have OSD or telemetry). It is recommended that LED lighting be fitted if possible to aid the pilot and spotter in judging orientation safely.

In short then, before you fly please observe the simple code:

- Geofence and Altitude set as above (200m distance x 120m alt)
- Return to Home feature and failsafe active
- Spotter present – must be competent as described above
- Fly from the Dedicated Area
- Fly safely and communicate with other pilots

If you do not have a spotter, please ask a suitable member or indeed offer up your services to anyone needing one.

Mike Shepherd

Chairman