

## **Guidelines for the flying of Multicopter Aircraft at Chingford Plain**

Note: Some of the content of the general club rules are repeated here for clarity, but you should understand and comply with the full Club Rules whilst flying as well as all applicable BMFA rules and recommendations.

### **General Safety**

- You must not fly behind the fixed wing flight line or in any part of the pits area.
- Under no circumstances should take off or land in the pits area.
- All craft must have failsafe active and working which defaults to zero throttle on loss of signal from RC transmitter. If level 2 failsafe is present on the FC then this should be set to "Drop"
- In the event of a light crash a visual inspection is sufficient before returning to operation, however heavy crashes resulting in propeller hub damage / frame damage / electronics damage should be powered down and returned to the pits for thorough examination before being returned to operation preferably following an LOS test flight.

### **Line of site flying (LOS)**

- LOS flyers should fly from the hovering patch and take off and landings should be within this area
- You may fly to either side of the hovering patch, but you must take care not to enter the area of the main take off and landing strip.

### **First Person View Flying (FPV)**

- A spotter is required at all times to comply with BMFA rules. One spotter is generally sufficient for a number of flyers. If only small 250 sized craft are in operation if larger craft are flown at distance a dedicated spotter is required. Spotters should communicate any potential people / animals and other aircraft which may enter the active airspace to ensure safe flying.
- If FPV pilots spot potential problems in the distance this should be communicated to the spotter so they can monitor the situation and communicate this to other pilots if necessary.
- FPV pilots should fly from the dedicated FPV flight line which will be situated behind the fixed wing flight line to the left hand side of the pits.
- Take off and landings should be from the dedicated area to the left of the fixed wing flight line.
- You should take your craft to the take off area before powering up as well as announcing this to the other pilots, in case there is any video interference be ready to power down immediately. Once powered up and disarmed return to the FPV flight line and after a visual check of the flight area you should announce your intention to take off and if there are no objections proceed to take off and fly directly forward and away from the flight line.
- It is recommended that after take off you should climb to a safe height and perform a circuit of the flight area looking out for any occupied areas that you will need to avoid whilst flying.
- Whilst flying you must keep a minimum distance of 50M from the general public and animals.

- Before landing you should announce your intention to land and your landing should be on the dedicated area unless the area or airspace is congested in which case land on the near edge of the hover patch. You should power down your craft before returning to the pits area.

## **Sharing Airspace with Fixed Wing Aircraft**

Generally experienced fixed wing flyers will happily share their air space, however please note the following:

- If fixed wing flyers are taking off or landing which they will announce beforehand make sure you clear the area above the main strip immediately to give them as much room as possible.
- When you pass the strip do this on the far side near the hover patch.
- If fixed wing flyers are performing aerobatics above the strip you should avoid this area completely and give them as much space as possible and all landings must be done on the hover patch.
- If you are performing aerobatics yourself please do this away from the strip as violent high throttle pumps maybe distracting to the fixed wing pilots.

If inexperienced pilots or pilots are undergoing flight training are on the fixed wing flight line you should wait till they land and clear the strip before taking off.

## **Air Gates and Turn Markers**

- Air Gate and Turn Markers maybe erected at any position in the hovering patch.
- Air Gate and Turn Markers maybe erected on the main strip ONLY if no fixed wing pilots are present and must be removed immediately should any fixed wing pilots arrive subsequently.

## **Low Flying Areas**

- Low level flying is permitted on the hovering patch and to either side but not further than the center line between the far end of the hovering patch and the far path (see diagram).
- Low level flying is only permissible over the main strip if no fixed wing flyers are on the flight line and you must ascend to a safe height before reaching either end of the strip. Spotters may bar low flying at any point on either area if they feel this is necessary and you should always comply with their directions.
- Other than the two areas above you may not fly at low level.

# Flying Field Layout

