



General FPV Safety Rules

Always:

- Fly with a spotter who must maintain visual line of site with your model and can warn you of potential safety hazards.
- Obtain permission from the property owner or manager to fly, Stay within the boundaries of that property.
- Announce your intentions to other pilots who are flying. Take-off, landing, powering up, etc.
- Keep at least 50m clear of people or property, vehicles etc.
- Fly below 150ft AGL (30m above ground level). It's the law!
- Fly on only ICASA approved frequencies and radio power levels. If you are not sure contact the SAMAA offices and they will advise you on the legal frequencies and power levels to use.

Never:

- Fly from, or over a public road, it's illegal!
- Fly within 5NM (10km) of an airport, it's also illegal!
- Fly within 5km of another approved model flying site. The approved sites are listed on the SAMAA website (www.samaa.co.za)
- Fly after drinking alcohol or taking inhibiting medication.

Flying Field Safety Rules

1. All pilots flying multirotor models shall be flying for recreational purposes and shall hold a valid SAMAA Membership card.
2. All pilots flying multirotor models shall fly, using a hand held transmitter, so as to remain within line of sight, any aircraft flown via First Person View shall be flown with the assistance of a spotter who will maintain visual line of site with the aircraft at all times.
3. Only ICASA type approved, Transmitters and Frequencies shall be used.
4. Reserving your video frequency is mandatory before switching on your transmitter.
5. No pilot shall fly his model aircraft, from the flight line, when other pilots are present, unless he holds at least a SAMAA multirotor solo qualification, or is accompanied by a qualified R/C pilot.
6. Only pilots who are actually flying and their instructor, spotter or observer may be in the flight area.
7. Pilots shall keep a safe distance between their aircraft and all people at the flying site, including themselves.
 - These distances shall be:
 1. The pilot shall stand a minimum of 5 meters from a multirotor model which is hovering.
 2. A learner pilot shall fly a minimum of 10 meters from himself and his instructor.
 3. The pilot and Judges shall remain a minimum of 15 meters from a flying aircraft, when participating in a Competition.
 4. All multirotor models shall fly a minimum of 30 meters from all non-participating persons or spectators.
8. Never under any circumstances should a multirotor model be flown between the pilot, the spectators, or other pilots or the pit area.
9. Pilots shall adhere to all rules applicable at the flying site and keep their multirotor models within the established flight boundaries of the flying site.
10. Always ensure that the control system is working correctly before flying your multirotor, especially after any work has been carried out or model adjustments have been made.

11. Ensure that the failsafe function is set to at least reduce the throttle to the low rpm position or to cut the motors. If possible flight modes should be set to 'position hold' or 'land'.
12. Always ensure that the throttle stick is set to idle and any flight mode switches are set to normal flying settings before attempting to fly the model.
13. Do not hover directly in front of other pilots.
14. Ensure that the batteries have sufficient charge to complete the flight proposed, before making a flight. Note: – It is advisable to fit a battery monitor.
15. It is mandatory that regular radio range checks and test of the model electronics be done, at least at the start each days flying session. All new and rebuilt models must undergo range checks prior to flight. When an 'motor running' range test is performed, ensure the model is held firmly, and that your helper can kill the engine via an alternative method. i.e.: disconnecting the battery power lead, or switching, etc.
16. Never power up your multirotor aircraft while in the pit area.
17. With all electric models, the main battery power to the speed control may only be connected in the take-off area when the pilot is ready to take off and start flying. The power will similarly be disconnected immediately after the flight and before the multirotor aircraft is returned to the pits.
18. Never leave a multirotor model powered and unsupervised under any circumstances.
19. All models shall be airworthy. The pilot is responsible for the pre-flight inspection before each flying session.
20. New and rebuilt multirotor models must undergo a thorough inspection by the club safety officer or in his absence the most experienced person available. This inspection should preferably not be done by the builder.
21. Regularly check for damaged wires, loose connections, or dry solder joints, if found do not fly until repaired by a competent person.
22. When flying your multirotor model with fixed wing aircraft present it is advisable to comply with the following general guide lines.
 1. At many clubs helicopters/ multirotor models are only permitted to take off and land from the designated helicopter/ multirotor model area(s).
 2. Multirotor models are not permitted to fly in a manner that interferes with other aircraft flying.
 3. Only proficient multirotor pilots (who hold a SAMAA Multirotor or fixed wing proficiency for their model), or has a qualified SAMAA pilot with him, may join the fixed wing circuit and even then only if he maintains forward flying speed in the same direction as the other aircraft.
 4. The hovering of multirotor models over the runway or in the flying circuit of the other aircraft is forbidden.
 5. Due care and consideration should be observed when models such as fun fly, 3D or park flyers are flying.
 6. If flying from a runway where other pilots are flying, to announce your intentions, ie. "landing", then after landing, announce if applicable "removing multicopter from runway" and after removal announce "runway clear".
23. Note; The maximum allowable take-off weight of a multirotor model is 7,0 Kgs. The maximum battery voltage that may be used is 51volts.
24. The multirotor pilot must understand that he is fully liable for any costs incurred resulting from the operation of his multirotor model if he does not comply with these multirotor Rules, SAMAA Rules and the SAMAA Operations Manual and/or when not flying from an approved SAMAA club.

Line Of Sight Flying

Note: Many of these Rules are multirotor model specific and are to be used as a supplement to the SAMAA National Safety Rules abridged parts 1 and 2 and the SAMAA National Safety Code.

In no way do these specific rules give a multirotor model pilot permission to ignore the SAMAA Code when flying at a SAMAA Registered field, all SAMAA and Club Operating Rules, Mops, and Club Bylaws shall apply to the pilot of the model.

Definitions

- Model Aircraft – means a non-human carrying model aircraft capable of sustained flight in the atmosphere and used exclusively for air display, recreation, sport or competition activity.
- Recreational activity – means a model, multirotor or other, used exclusively for recreational purposes where there is no commercial outcome, interest or gain.

- Visual line of sight – means operation of the model, multirotor or other, in which the remote pilot maintains direct unaided visual contact with the model aircraft, at all times, to manage its flight. (and in the case of a multirotor to a maximum of 500m from the pilot)
- Multirotor model – means a model aircraft, which hovers and flies by using the thrust and downwash from more than two motors with propellers attached, mounted shafts vertical, on a rigid frame, which is flown, always in line of sight and under control of the pilot using a hand held transmitter.