

Hi all of you DAC members whose email addresses we know.

We had some urgent info to send out on a couple of matters – and we are also aware some of you were not sure of the implications of DAC's current policy on 2.4Ghz equipment is – so have included info in this email.

Much of the following will also appear in the Newsletter which will be issued shortly.

NO FLYING THIS WEDNESDAY 21st May from 1pm to 3pm

CAREY is running a cross-country running event during this period near our field and – in keeping with our policy of being good neighbours – and wishing to protect their safety and our future use of the field – we have agreed to this.

Of course there is also to be no flying over or near any members of the school or public outside these times. (There may be folk setting up or taking down courses, or stragglers.)

WEEKDAY FLYING – ISSUES – We received a complaint early May from Carey about a low flying and noisy electric plane flying above their playing fields. Not known if the pilot was a DAC member. (a) Absolutely no flying outside the field parameters on school days – important that this not be allowed to happen. (b) Save your less-quiet electric planes for more appropriate times. Electric pusher planes flown fast and ducted fans can really make a racket. Potential risk – goodbye field.

2.4Ghz EQUIPMENT – there have been some recent queries re this and I thank all who have been in communication with me – with varying points of view. I am aware some folk are considering purchasing equipment and, quite reasonably, don't want to then find they can't use it at DAC.

Last year the DAC committee put in place some rules around the use of 2.4Ghz gear, and these have not changed. Let's now re-look at why these were determined, and how they apply.

BACKGROUND: 2.4Ghz equipment came on the market towards the end of 2006 (I think) being a new technology with little info available about its reliability, resistance to interference and range.

Our governing body, the MAAA, had their technical people evaluate the equipment and establish its parameters – and mid 2007 put these into their Manual Of Procedures (MOP).

In September 07 the DAC committee determined a policy (which is on the DAC website – www.dac.org.au, on the club noticeboard and is summarised on the notice beside the frequency keyboard) – which included the following:

- *The approval [of certain 2.4Ghz equipment at DAC] excludes the "Spectrum DX6" sets (DSM technology) and, as stated, other equipment which is generally regarded as being only suitable for "Park Flyers", including receivers.*
- *Be aware that equipment purchased directly from overseas (or from some Australian importers) may **appear** to be the same as approved sets but if it does not have the "C-Tick" then it is **not allowed**.*

Let's start by looking at the C-Tick requirement. The C-Tick shows the importer has supplied sufficient info to the Australian certification authorities to have the gear they're importing certified as meeting certain Australian specifications. The MAAA

state there can be a problem with gear sold from overseas – as it may look the same but the internals may differ – and have warned clubs off allowing non-C-Tick gear being used at their fields as it may not meet Australian standards and thus may not be covered by MAAA insurance.

Many clubs, DAC included, have chosen to disallow non-C-Tick equipment as it is not prepared to put its future existence in jeopardy when the approved gear is readily available in Australia. Whilst it is acknowledged that some of the overseas sourced gear can be cheaper, the DAC committee is not prepared to put club assets / access to our field at risk.

Now lets look at “Park Flyer” gear. The early model Spectrum DX6 gear, which used “DSM” technology, was found to only have sufficient range for “park flyer” planes. The later DSM2 technology, which was within the Spectrum DX7 and, released a little later the DX6i was regarded as having “full range” and so is allowed to be used.

HOWEVER – some DSM2 RECEIVERS (including the single unit models AR6100E, AR6100 and AR6300) ARE ONLY CLASSED BY THEIR OWN MANUFACTURERS AS BEING FOR PARK FLYERS. There are also currently certain Futaba FFAST (R616FFM) and XtremeLink (2.4GHz 6 channel) receivers which are “park flyer” only. This list will no doubt constantly change – but the DAC rules still apply.

In setting the rules, the DAC committee considered the implications of allowing the use of this limited-range gear within the very tight parameters of our field – and bearing in mind the implications of planes crashing off our field, into school or other public areas – and this risks of injury or a backlash causing us to lose access to our field – and disallowed it.

So what does this mean?

NO non-C-Tick TRANSMITTERS OR RECEIVERS can be used at DAC.
NO PARK FLYER 2.4Ghz TRANSMITTERS OR RECEIVERS can be used at DAC.

I am aware some folk have been using Park Flyer gear at long range – and have no problems with it – however the range of all radio gear can be affected by, individually or in combination:

- how appropriately it is mounted in the plane;
- the attitude of the plane and receiver at any given time in relation to the transmitter;
- the quality of the receiver (which the manufacturers themselves acknowledging that park flyer receivers have less reception reliability); and
- other signals in the area at the time.

A number of things above the pilot (and certainly the DAC committee) can have no control over – and this is exacerbated by the choice of gear – and thus to minimise risk the DAC committee maintains this rule that park flyer 2.4Ghz receivers cannot be used, at DAC.

A healthy club is one where members communicate – so discuss any queries or concerns with your committee.