



Engine Starting and Motor Arming

The overarching rule is that an aircraft with a running engine (internal combustion) or armed electric motor must never be pointed towards people, it must always be restrained or pointed into the flying area, and a safety mechanism must be put in place to prevent accidental electric motor starting.

Any electric motor with the flight battery connected to the ESC is considered armed.

The following rules apply:

1. All model aircraft must have failsafe programmed to low throttle on transmitter signal interruption. This is the minimum and it is suggested that consideration be given to presets on other channels (aileron/elevator/rudder).
2. A Range Test and *Fail Safe must be carried out at the start of each flying day, for each aircraft.
3. **Electric power systems must have some means of preventing the motor(s) from being accidentally activated.** Relying only on the throttle control from the transmitter to remain low, is NOT sufficient. A second mechanism to prevent the motor from starting (electronic – ex. throttle hold switch; electric – ex. main battery arming plug; mechanical - ex. restraint on the throttle control; or ?) is required. Shutting off the transmitter is not recommended, but sufficient, only after fail-safe has been verified. **Shutting off the receiver is not recommended** and only allowed if the manufacturer supports it. IC engines must have a means of being remotely shut down.
4. All Aircraft shall utilize a restraint or be aimed into the Pits fence, feet from it, when being started on a starting table in the pits, or in the designated start areas. This includes while doing a range check, etc. This also includes any electric aircraft while the flight battery is connected to the ESC. The aircraft must be pointed away from the pit area towards the flight line.
5. Members should avoid putting themselves in front of armed motors or running IC engines, unless required (for starting).
6. No Taxiing in the Pit Area, or towards an opening in the Pits Fence from the Flight Line, or towards a person.
7. Taxiing over the Flight Line and onto the Runway is permitted once parallel with the Flight Stations. Taxiing over the Flight Line off the Runway, is only allowed towards a solid portion of the Pits Fence. Engines must be turned off, when parallel to the Flight Stations.

* Helis are exempt from daily fail safe testing, because it is prohibitive to remove and reinstall the blades, or motor(s), each day. **Fail safe must be checked every time the receiver is re-bound.**