**Interference Avoidance**

**Installation advice**

1. Read the equipment manufacturer's installation instructions and suggestion. Spektrum has provided a best practices document which can be found here: <https://www.spektrumrc.com/Experience/InstallationBestPractices.aspx> Other manufacturers may provide similar documentation.
2. Ensure all electronics, cables and batteries are secured within the fuselage.
3. If your radio receiver has two antennae or a satellite receiver, place one on the vertical plane and the other on the horizontal plane or as recommended by the manufacturer.
4. Try to keep all on-board cabling away from the E.S.C., ignition module, the battery, etc., and the receiver.
5. Ensure your receivers and transmitters have the latest software updates.
6. Ensure your failsafe is working.

**Flight procedures and recommendations**

1. Ensure flight and power batteries are fully charged before flight.
2. Perform a range check as specified by the equipment manufacturer.
3. If making programming changes to your radio, place your cell phone in Airplane mode.
4. If flying, both the pilot and spotter should place their cell phones in Airplane mode.

**Post Crash Troubleshooting Tips**

Here are some things to check after an incident that may help determine if a cell phone interference contributed.

1. Was there a cell phone nearby and on and was it in airplane mode i.e., pilot, spotter, spectators?
2. Is there cell tower in the immediate vicinity?
3. The receiver in use at the time, had it ever experienced a a previous severe crash? **Yes, or no**?
4. Receivers that have been in a severe crash should be sent in for servicing before using again.
5. Was the radio installation done in accordance the manufacturer's instructions including any recommended remote or satellite receivers? **Yes, or no**?
6. Were there any previous issues with loss of connectivity? **Yes, or no?**
7. How far away do you estimate that the plane was when loss of connectivity happened?
8. Do you know if the plane went to fail-safe when connectivity was lost with the airplane? **Yes, or no?**
9. If your plane is electric, were there any previous issues with the Electronic Speed controller? **Yes, or no?**
10. If your plane uses an ignition module or has any other on-board electronic equipment (i.e., g.p.s. tracker, smoke pumps, telemetry etc) have there been any previous issues? **Yes, or no?**
11. After the crash, how was the voltage from the ESC or the on-board battery?
12. Were there any other R.C. pilots experiencing similar problems as noted with this crash? **Yes, or no?**

**For Large scale airplanes with gas engines.**

1. Was a separate battery used to power the ignition module? **YES, or no?**
2. Was a servo operated mechanical ignition kill switch used? **Yes, or no?**
3. Was the throttle linkage a metal pushrod – **Yes, or no?**
4. Are all the software updates up to date **– Yes, or no?**

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