

Member's Handbook
Suggested amendment from the ASRC

Throttle Cut Recommendation

Suggested addition to sections 13.5(k) and 14.8 Electroflight - Radio Control Flying Safety of the Member's Handbook.

1. It is recommended that for all electrically powered aircraft, some form of throttle 'cut' is set up on the transmitter. The function of this is to disable the throttle stick, in order to prevent accidental operation of the throttle by inadvertent catching of the stick, or if the transmitter should fall forwards onto the sticks.
2. Most importantly, however you choose to achieve this, it must be a control that you can **confidently** operate safely, easily and without looking at the transmitter. You must be able to positively and quickly de-activate the throttle cut, should you accidentally activate it whilst flying.
3. A toggle switch on the top rear of the transmitter is ideal, with the throttle cut set with the switch in the position towards the pilot. A switch in this position could be triggered to the 'off' position (rather than 'on') should the transmitter fall on its back. Alternatively, a rotary switch or lever could be used as these are less prone to inadvertent operation. However, if you already have a preferred switch, knob or lever that you use for this function, stay with whatever you are used to – see (2) above.
4. Extreme caution should be taken when setting up a throttle cut, to ensure that the throttle goes to zero and not full, on activation. Make sure the model is securely restrained and that you are behind the propeller, or, ideally, remove the propeller (and **all** rotor blades for a helicopter/multirotor) during set-up and any subsequent checking, especially if you are in the workshop. If your transmitter has the facility, use of the 'servo monitor' function might be helpful during set-up, as you can check the operation without the model being live.
5. Even with a throttle cut set, avoid unnecessarily carrying a 'live' model whenever possible. Leave the connection of the flight battery until the last possible moment before your pre-flight checks and make sure the throttle cut is set to the correct position prior to connecting the flight battery.