The Radio & Receiver Dilemma

For anyone that does not know there has been a lot of discussion about the use of Orange and other imported brands of Transmitters & Receivers.

Here at CCMAC we have recently banned the use of this equipment, and now reinstated the use of this equipment in .40 class planes & below with the understanding that the members fly at your own risk.

Our dilemma is one of doing it right by our members and also complying with the rules set by the MAAA & ACMA (Australian Communications & Media Authority).

MAAA in MOP58 do not say out right that this equipment cannot be used, they say that it must comply with the Australian Standard which means it has to have a C-Tick compliant sticker, this compliance is a verification that the unit is compliant. This compliance is given by ACMA. The Fact sheet (FS 185) is available from the ACMA site, use the following link. MOP58 can be found on our web site under the MAAA MOPs Tab.


The problem is that the insurance companies can refuse to pay a claim if the equipment used does not comply with the Australian Standard, so in a nut shell if the plane you are flying hits a person or property and the radio system is found to have failed and it is not C-Ticked, you as the importer is now deemed the manufacture and there for liable for any damages that the plane has caused.

I believe that this is an issue that needs further discussion between all Aero Model Clubs and either MAAA & AMAS depending which of these bodies your club is affiliated with. It also needs to be noted that details of coverage needs to come from the Insurance companies and not from MAAA or AMAS as these entities are not the Insurance people and therefore cannot speak for them.

All members of any Club must know where they stand in regards to this issue, this is a big problem and currently to my knowledge no one has been refused, BUT WHAT IF?