

1st FLIGHT - New/Rebuilt Model and/or Radio - PRE-FLIGHT CHECKLIST

1. Are all servos firmly attached to a tray or mounting rails with 4 screws per servo, (2 for sub miniature servos), or clamps designed by the radio manufacturer?
2. Is each servo wheel/arm secured with a screw?
3. Are all pushrods securely attached to the servo arm and to the control horn?
4. Do all clevises have safety tubing on them to prevent accidental opening?
5. Are all servos free to move without binding on each other?
6. Are flexible tubing type pushrods secured in at least 2 places in the middle of their length to prevent flexing under flight loads?
7. Are the battery pack and receiver wrapped in foam rubber and secured against movement?
8. Are all servos and switch harness plugs securely attached to the receiver?
9. Is the fuel tank securely mounted and have foam rubber around it to insulate from vibration?
10. Is the fuel pick-up line connected to the carburetor?
11. Is the clunk on the inside of the tank free to move?
12. Is the vent line attached to the muffler pressure tap or vented to the outside of the fuel tank compartment?
13. Are all of the fuel lines free of kinks so that fuel and air can flow freely through them?
14. Is the motor mount securely attached to the plane?
15. Is the motor securely attached to the motor mount?
16. Does the throttle pushrod move freely?
17. Does the throttle servo arm travel match the throttle arm travel?
18. Is the propeller tightly bolted to the motor?
19. Is the propeller balanced and free of any nicks or cracks?
20. Do you have a rounded nut or spinner on the front of the motor? AMA safety code requires one or the other.
21. Is the nose or tail wheel centered when the rudder is centered?
22. Is the wing free from warps?
23. Are the control surfaces free from warps?
24. Are all the hinges in moveable surfaces securely glued in place?
25. Do the control surfaces move freely when the push rods are not attached?
26. Is the wing securely attached to the fuselage with rubber bands or bolts?
27. IS THE CENTER OF GRAVITY IN THE CORRECT LOCATION?
28. Does the plane balance side to side?
29. Is the receiver antenna fully extended and not cut off?
30. Have you conducted a successful range check both with the motor running and off? Have someone hold the plane when the motor is running.
31. Are the transmitter and receiver batteries fully charged?

Proceed to the 1st Flight of the Day Checklist.

This checklist should also be used before the 1st Flight after repairing an airplane.

1st FLIGHT OF THE DAY, PRE-FLIGHT CHECKLIST

1. Are all pushrods, servos and plugs properly connected?
2. Is the wing securely mounted with rubber bands or bolts?
3. Are the receiver and transmitter batteries fully charged?
4. Are all the control surfaces securely attached?
5. Is the propeller securely bolted to the motor?
6. Is the fuel tank full?
7. Are the fuel and vent lines connected correctly?
8. Do you have frequency numbers on your transmitter?
9. Are your AMA and BRCA membership cards in the proper slot on the frequency control board?
10. Have you visually checked to see if anyone is flying on your frequency? (In case they forgot to use the frequency control board)
11. Fully extend the transmitter antenna
12. Turn on the transmitter, then the receiver.
13. Does the transmitter meter give a normal indication?
14. **DO ALL THE CONTROL SURFACES MOVE IN THE CORRECT DIRECTION IN RESPONSE TO TRANSMITTER INPUTS?**
15. Secure the plane to prevent forward motion.
16. Start the engine.
17. Are the high and low speed mixture controls set properly? If adjustment is needed, do so from behind the engine.
18. Check control surface movement with the engine running and do a range check.
19. Is the runway and landing approach pattern clear?
20. If you need an instructor, is one helping you?
21. Are you standing on or near one of the pilot stations?

TAKE OFF AND HAVE A GREAT FLIGHT

EACH FLIGHT, PRE-FLIGHT CHECKLIST

1. Is the fuel tank full?
2. Are the fuel and vent lines connected correctly?
3. Are your AMA and BRCF membership cards on the control board?
4. Have you visually checked to see if anyone is flying on your frequency?
5. Fully extend the transmitter antenna.
6. Turn on the transmitter, then the receiver.
7. Does the transmitter meter show a normal reading?
8. Secure the plane to prevent forward movement.
9. Start the engine
10. Are the high and low speed mixture controls set properly? If adjustment is needed, do so from behind the engine.
11. DO ALL THE CONTROL SURFACES MOVE IN THE CORRECT DIRECTION?
12. Is the runway and landing approach pattern clear?
13. If you need an instructor, is one helping you?
14. Are you standing on or near one of the pilot stations?
TAKE OFF AND HAVE A GREAT FLIGHT

EACH FLIGHT, POST FLIGHT CHECKLIST

1. Ensure runway is clear of planes and/or people.
2. Land your aircraft.
3. Taxi or carry your plane clear of the runway.
4. Shut off motor by pulling off the fuel line or setting throttle trim to minimum?
5. Take your plane to the pit area.
6. Turn off the receiver and then the transmitter.
7. Collapse the receiver antenna.
8. Remove your AMA and BRCF cards from the control board.
9. Thank your instructor for his assistance.
10. Go sit down and let your knees stop shaking.

LAST FLIGHT OF THE DAY, POST FLIGHT CHECKLIST

1. Ensure runway is clear of planes and/or people.
2. Land your aircraft.
3. Taxi or carry your plane clear of the runway.
4. Take your plane to the pit area.
5. Shut off the motor by pulling off the fuel line with motor at high throttle.
6. Leave the fuel line off and restart motor several times until it won't start anymore.
7. Place a large dose of oil in the carb and flip prop.
8. Move throttle to the fully closed position.
9. Turn off receiver then the transmitter.
10. Collapse transmitter antenna.
11. Remove your AMA and BRCF cards from the control board.
12. Thank your instructor pilot for his assistance.
13. Go sit down and let your knees stop shaking.
14. Remove wing from the fuselage.
15. If using rubber bands, throw the used ones in the trash barrel. They are not worth saving for reuse next time. **DO NOT LITTER THE FIELD FOR SOMEONE ELSE TO CLEAN UP**
16. Clean fuel/oil residue from plane.
17. Pick up ALL your junk and load it into your car.
18. Go home and kiss your spouse or significant other passionately for letting you play with your toy airplane.

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