

MAIDEN FLIGHT CHECKLIST

THIS CHECKLIST IS MAINLY FOR THE NEW, INEXPERIENCED MEMBER OF THE CLUB, BUT MAY HELP EVERYONE. THIS CHECKLIST SHOULD BE PERFORMED PRIOR TO BRINGING YOU AIRPLANE TO THE FIELD.

ENGINE

- ___ 1. SECURED WITH PROPER FASTENERS- BLIND AND TEE NUTS SHOULD BE AVOIDED FOR MOUNTING ENGINES. "NYLOCK" STYLE NUTS ARE HIGHLY RECOMMENDED.
- ___ 2. PROPELLER FASTENER (NUT/HUB) AND SPINNER INSTALLED AND TIGHTENED. THE PROPELLER SHOULD BE INSTALLED SO THAT IT IS IN ABOUT THE 1 OR 2 O'CLOCK POSITION ON THE COMPRESSION STROKE (NEAR "TOP DEAD CENTER")
- ___ 3. THROTTLE ADJUSTED-SEE FIGURE #1
- ___ 4. TO PREVENT ENGINE VIBRATION FROM BEING TRANSMITTED TO THE THROTTLE SERVO, A PLASTIC CLEVIS, BALL JOINT OR SOME OTHER NON- VIBRATION TRANSMITTING DEVICE SHOULD BE USED.
- ___ 5. MUFFLER INSTALLED AND FASTENERS TIGHT.
- ___ 6. PROPELLER SHOULD BE BALANCED FOR OPTIMUM ENGINE PERFORMANCE.
- ___ 7. REMOVE SHARP EDGES FROM GLASS FILLED PROPELLERS (MASTER AIRSCREW), THIS WILL PREVENT BLOODY FINGERS.
- ___ 8. PAINT PROPELLER TIPS (OPTIONAL).
- ___ 9. CHECK PROPELLER FOR CRACKS, NICKS, OR OTHER DAMAGE. (REPLACE IF ANY DAMAGE IS VISABLE)
- ___ 10. THROTTLE CABLE SHOULD BE "FREE" IN OPERATION (NO BINDING), THE THROTTLE CABLE SHOULD NOT BE ALLOWED TO FLEX PREVENTING FULL SERVO THROW. THE THROTTLE CABLE SHOULD BE ADJUSTED SO THAT THE MAXIMUM THROW OF THE SERVO IS COMPLETED JUST PRIOR TO THE THROTTLE BEING FULLY OPEN OR CLOSED. (YOU DO NOT WANT THE THROTTLE IN ITS STOPS BEFORE THE SERVO IS AT MAXIMUM THROW OR SERVO DAMAGE AND LIFE WILL BE REDUCED, ALONG WITH EXCESSIVE BATTERY CONSUMPTION).
- ___ 11. FIREWALL AREA FUELPROOFED AND ALL HOLES AND PENETRATIONS (THROTTLE CABLE, STEERING CABLE, ETC) IN FIREWALL SHOULD BE FILLED TO PREVENT FUEL FROM ENTERING THE INSIDE OF THE AIRPLANE AND CAUSING DAMAGE TO THE BATTERIES, SERVO'S, ETC.