

- ___ 12. ENSURE THAT YOUR ENGINE HAS THE CORRECT THRUST INSTALLED AS RECOMMENDED ON THE PLANS FOR YOUR PARTICULAR AIRPLANE. INCORRECT THRUST WILL CAUSE HAVOC ON YOUR MAIDEN VOYAGE.
- ___ 13. NEW ENGINES- ENSURE THAT YOU FOLLOW YOUR MANUFACTURES INSTRUCTIONS ON BREAKING IN NEW ENGINES. SOME ENGINES SUCH AS THE "ABC" (ALUMINUM, BRONZE, CHROME) DESIGNS, REQUIRE A DIFFERENT BREAK-IN THEN A RINGED ENGINE.
- ___ 14. WHEN AT THE FIELD, STARTING OF ENGINES IS ONLY PERMITTED IN THE "TEST BOX" AND IN THE FLIGHT BOX (ENGINE FACING AWAY FROM PIT AREA).

STEERING

- ___ 1. 1/4" THROW, LEFT AND RIGHT, ON THE STEERING ARM IS SUFFICIENT FOR GROUND HANDLING.
- ___ 2. LANDING GEAR FASTENERS TIGHTENED.
- ___ 3. LITTLE TO NO SLOP IN NOSE GEAR BLOCKS.
- ___ 4. STEERING CABLE SHOULD NOT FLEX OR BIND.
- ___ 5. CENTER NOSE WHEEL TO TRACK STRAIGHT. THIS CAN BE ACCOMPLISHED BY PUSHING YOUR PLANE ON THE FLOOR, DRIVEWAY ETC. ADJUST YOUR STEERING ARM AS REQUIRED SO THAT THE PLANE TRACKS STRAIGHT.

WING

- ___ 1. PROPER INCIDENCE AND ALIGNMENT:
 - ___ A. A INCIDENCE METER IS REQUIRED TO CHECK AND ADJUST YOUR WING INCIDENCE. ADJUST TO MANUFACTURES RECOMMENDATIONS ON THE PLANS.
 - ___ B. ALIGNMENT OF THE WING IS ACCOMPLISHED BY MEASURING FROM THE REAR OF THE WING TIPS TO THE REAR CENTERLINE OF THE FUSELAGE.
- ___ 2. ATTACH THE WING TO THE FUSELAGE WITH A MINIMUM OF SEVEN #64 RUBBER BANDS ON EACH SIDE OF THE WING.
- ___ 3. WING SADDLE TAPE OR SEAL IS OPTIONAL.
- ___ 4. THE CENTER SECTION OF THE WING MUST BE REINFORCED WITH FIBERGLASS CLOTH AS RECOMMENDED ON THE PLANS.