

ELEVATOR

- ___ 1. ENSURE THAT THE CONTROL HORN IS TIGHT.
- ___ 2. ENSURE THAT THERE ARE NO WIDE GAPS BETWEEN THE ELEVATOR AND THE STABLIZER.
- ___ 3. ENSURE PROPER OPERATION OF THE ELEVATOR SERVO BY PULLING BACK ON THE ELEVATOR TRANSMITTER STICK. ELEVATOR SHOULD GO UP. USE SERVO REVERSING SWITCH IF NECESSARY.
 - ___ A. PUSH THE ELEVATOR TRANSMITTER STICK FORWARD, THE ELEVATOR SHOULD BE DOWN.
 - ___ B. THERE MUST BE NO PLAY BETWEEN THE SERVO AND THE ELEVATOR. THIS CAN BE CHECKED BY PULLING AND PUSHING ON THE ELEVATOR WITH A SLIGHT AMOUNT OF FORCE. IF YOU CAN MOVE THE ELEVATOR WITHOUT MOVING THE SERVO, THEN THE PUSHROD LINGAGE IS TO LOOSE AND MUST BE CORRECTED.

BALANCE

- ___ 1. REFER TO MANUFACTURES DRAWINGS FOR PROPER LOCATION OF THE CENTER OF GRAVITY (CG). CHECK CG BALANCE WITH EVERYTHING INSTALLED (EXCEPT GAS). THE AIRCRAFT SHOULD BE BALANCED SLIGHTLY NOSE HEAVY. CHECKING THE CG USUALLY REQUIRES TWO PEOPLE. USING THE CG LOCATION ON THE PLANS PICK UP THE AIRPLANE BY THE WING (USING YOUR FINGERTIPS), THE PLANE SHOULD BE SLIGHTLY NOSE HEAVY, ADD OR REMOVE WEIGHT AS NECESSARY.
- ___ 2. DO NOT FLY A TAIL HEAVY AIRPLANE.

RADIO

- ___ 1. ENSURE SERVO'S ARE INSTALLED PROPERLY.
- ___ 2. SERVO GROMMETS NOT TOO TIGHT.
- ___ 3. ENSURE SERVO CONNECTIONS TO RECEIVER ARE TIGHT.
- ___ 4. AVOID RUNNING RECEIVER ANTENNA UNDER OR OVER SERVO'S.
- ___ 5. CHECK ANTENNA IS NOT TO TIGHT.
- ___ 6. ON/OFF SWITCH AND BATTERY CHARGE CONNECTION SHOULD BE MOUNTED ON OPPOSITE OF EXHAUST SIDE OF AIRPLANE.
- ___ 7. BATTERIES (TRANSMITTER, RECEIVER, GLOW PLUG) SHOULD BE FULLY CHARGED PRIOR TO COMING TO THE FIELD.