

Checklists

Old Models: (spring check-up)

- Batteries:** cycle NiCads to break possible short memory (repeat as necessary); check NiMHs to ensure rated power available; using a 300mah load, you should get at least 70% of the battery rating; check LiPos (they have less power when old and cold); use full power with model restrained on the ground to ensure battery doesn't cut out.
- Controls:** check that they operate freely; check all linkages and hinges to ensure they are still secure; check servo screws are all tight; turn your radio on and listen and watch to make sure they all work properly.
- Screws & Bolts:** make sure that they are in place and **all** are tight.
- Airframe:** check covering and repair as necessary; use heat gun or iron to remove any wrinkles; check for any cracks or looseness; try to wiggle the motor, gear, stab and fin – any movement might indicate a break underneath the covering.
- Glow Plug:** replace.
- Fuel System:** replace fuel lines; inspect tank and clean if necessary.

New Models:

- Controls:** spend a lot of time making sure that servos are properly mounted and all controls work freely.
- Batteries:** check that they are fully charged and can handle the rated load.
- Warps:** check the wing carefully. It doesn't take much to make the model uncontrollable.
- Weight & Wing Loading:** if you know these numbers, you will have some idea of how the model will fly. 20 ounces per square foot is a good number to shoot for.
- Balance:** this should be carefully determined. It is wise to follow the range indicated in the plans, but be careful. 25% to 30% of the MAC is good for the first flight. If the CofG is too far back (tail heavy) it could be disastrous.
- Control Throws & Direction:** if control surface angles are not indicated in the plans, try 15° for ailerons, 12° for elevators and 20° for the rudder. It is **extremely important** that controls operate in the proper direction – left stick, left aileron up, right down, etc.
- Dual Rates:** if you have the capability, use it. Try 100 and 70 for high and low.
- Exponential:** if you have the capability, it can reduce over-controlling.

Checklists

Your insurance coverage and our continued use of the field may depend on the following:

- Read over the Club Field Rules:** they are in the SOPs and are posted at the field.
- Read over the MAAC Safety Code & Guidelines:** it doesn't take too long and you may find things that you were not aware of.

Before Takeoff Check: (C.A.S.T.T.)

- C** Control check (methodically)
- A** Antenna extended
- S** Strap secured
- T** Trims - check
- T** Timer – start

Stay out of the weeds and happy flying!

CwFG