

SAFETY CHECK LIST & SAFETY CALLS AT THE PILOT STATIONS

First Flight or PRE FLIGHT

Balance - check the C.G. (fore & aft and Side to Side)

Alignment - Step Back and check for Warp or Twisted surfaces. Alignment of Fuselage & Wing to each other.

Control Surfaces - Are all Control surfaces securely attached? Hinges Glued, Pull on each one to test. Check controls for proper direction and deflection.

RADIO- MODE 2 : Right Stick= Ailerons L&R and Elevator U&D. Left stick = Rudder L&R and Throttle Speed U&D.

Rudder: Left Stick: Left, should move rudder to the LEFT.

Aileron: Right Stick: Right, should move the Right Aileron UP. Left, should move LEFT Aileron UP.

Elevator: Pulling BACK Towards Yourself on the RIGHT Stick should move the Elevator UP. Push the Right Stick Forward, gives DOWN Elevator.

Throttle: Push the stick Forward or UP should OPEN the Carburetor. Pulling the Throttle stick all the way DOWN should Close the Carburetor and shut the engine down to Idle. Throttle TRIM is for setting the IDLE speed and /or shutting the engine off.

Control Linkage: Check all Control Linkages and verify all snap links and Clevises are closed and secure with short pieces of Fuel Line for keepers.

Engine: Screws tight?, Prop Tight?, Spinner Tight?, Muffler screws tight? Throttle linkage not binding?, Throttle Trim or Throttle Shut off, shut down the engine?, Engine Tested?

Radio & Servos: Is the Receiver mounted securely, padded or set with Velcro? Battery Secure and fully charged? Are All servo screws in servos and servo Arms? All pushrods firmly secured in Servo arms? All Servo connectors firmly set in receiver? Are 2.4 GHz Antenna leads at Rt angle to each other? Is the 72 MHz Antenna set up properly? (Check your Radio Manual)

Radio Range Check: Have you performed the Radio Range check per the instructions in the Manual that came with your Radio?

General: Is the covering tight? Any holes? (Patch before flying). Wing Bolts Secure? Are Rubber Bands all OK, not chaffed or oily? (Replace if needed) Put your thumbs on the pegs and try to lift the wing if so, add more bands.

Identification: Is YOUR AMA Number labeled inside or outside of your model ? Is your Name and Address inside the model? Helps if you lose it, or if it gets stolen.

Before EVERY flight: - If you are using any radio other than 2.4 GHz, PLEASE check the Frequency Board and get the correct Frequency Channel Pin before turning on your radio.

The 2.4 GHz Radios do NOT have Frequency Pins.

VERIFY the CORRECT MODEL on your Transmitter. Check the control throw direction on all surfaces. Check ALL SWITCHES and Verify they are set correctly and not accidentally thrown to the wrong position.

Start the Engine and test the entire throttle Range before moving to the Taxi ways.

KNOW THE SAFETY CALLS – RUNWAY COMMUNICATION

“COMING OUT” - as you taxi to the runway.

“TAKING OFF” – pretty much self-explanatory

“SETTING UP TO LAND” – as you begin the downwind leg

“LANDING” – as you are on final approach

“ON THE RUNWAY” – if your model stops dead on the runway

“ON THE FIELD” or **“CROSSING THE RUNWAY”** anytime you have to cross the runway to retrieve your model.

“CLEAR” after you have moved your model or wreckage behind the Pilot stations towards the Pit area.

“AIRCRAFT DOWN” followed by the general area. Get a FIX on where it went down, don't move or even turn around. Get someone to stand with you so you can point out the spot where it went down. Big Tree, Green Bush, or whatever. Now two people know where the wreckage may be. One person can stay back and give directions to the search party. It's always out farther than you thought.

“TOUCH & GO” or whatever, Just let the other pilots know what you intend to do before you do it.

Composed by Ken Kehlet AMA 1528