Daily Pre-flight Checklist

1. Ensure you are prepared – sunglasses (if needed), hat (if sunny), alert, mentally prepared & hydrated.
2. Ensure the aircraft is prepared – wings secure, no loose parts, prop secure, battery(s) secure, no damage, check pushrods and clevises, check hinges, flight / transmitter battery charged, and voltage checked – everything in working order.
3. AMA# and owner info on aircraft.
4. CG checked!!!
5. Membership card on board.
6. Arm electrics at the arming table.
7. Once armed, check flight control movement. Then check again! If using buddy box, check all functions with both transmitters – including throttle cut if programmed.
8. Do range check if new model or any mods since last check.
9. Check wind speed and direction.
10. Check for other traffic airborne, about to land, or about to takeoff.
11. Announce intention to taxi onto the runway and takeoff.
12. Plan for liftoff beyond last manned pilot station.

Maiden Flight Checklist

Before every flight, it is the pilot's responsibility to confirm that the plane, controls and conditions are correct and acceptable for a safe flight.

- ☐ Name and address inside of airplane or AMA number on outside of airplane
- ☐ Verify frequency available when placing AMA card on board
- ☐ Flight battery pack is fully charged and voltage checked
- ☐ Transmitter battery is fully charged and voltage checked
- ☐ Fuel system secure, tight & properly vented
- ☐ Engine/Motor mounts secure/tight
- ☐ Control surfaces properly attached (tug on them) – Insure they **OPERATE IN CORRECT DIRECTION/DEFLECTION** without binding
- ☐ Control linkages - checked secure, snap links closed
- ☐ Landing gear - secure and wheel collars tight
- ☐ Propeller and spinner - check tight and no damage, balanced
- ☐ Balance - "CG" is within the prescribed limits
- ☐ Aircraft inspected for damage and security of all parts
- ☐ Radio - ensure no other person is on your frequency
- ☐ Range check performed
- ☐ Correct model designated on computer radios
- ☐ All trims and switches in the proper position for this plane
- ☐ Wind strength and direction acceptable for safe maiden flight
- ☐ Engine running reliably (high end and idle)
- ☐ Throttle cut (Gas & Electric) tested Satisfactorily, if radio allows it

Direction of Flight:

In order to reduce the chances of flight over pilot stations due to P-factor & Corkscrew slipstream during take-off (especially with an unfamiliar plane,) the preferred direction of take-offs is from Left to Right, and lift-off should happen after you've passed the last pilot station regardless of direction.

Maiden Flights should be conducted with a clear field. This applies to all new planes or crash-repaired planes.