

The Niagara Region Model Flying Club Inc. Aircraft Master Checklist

(Rev. March 11th, 2018)



<u>General</u>	
Do you have current MAAC membership?	
Do you have current Club membership?	
Do you have personal pin for frequency control? (72Mhz) Have	
you fully changed batteries within the last 24 hours?	

<u>Landing gear</u>	
Are the main gear well secured to fuselage?	
Are the main wheels properly aligned?	
Is the nose gear well secured, undamaged, and properly aligned?	
Are all wheel collars tight?	
Do all wheels turn freely?	
Does the model sits at proper attitude on ground?	

<u>Fuselage and tail</u>	
Is the fuselage free from cracks, damage, oil, dirt etc.?	
Are the stab and fin solidly mounted, are the elevator and rudder OK is there any play in elevator and rudder hinges, are the hinges well secured?	
Are the hinge lines unobstructed with minimal gap?	
Are the control horns in good condition and well secured?	
Are all clevises closed and locked, are all jam nuts tight?	
Is there any play or springiness in control linkages?	
Are all covering, trim, canopies and hatches well secured?	

<u>Power plant (Fuel)</u>	<u>N/A</u>	
Is the engine mount secure, Are the engine mounting bolts tight?		
Are the cylinder head bolts tight?		
Is the carburetor and needle valve assemblies well-secured and un damaged?		
Is the throttle linkage secure?		
Is the muffler secure?		
Is the muffler pressure fitting connected?		
Is the fuel tank positioned and secured properly?		
Does the tank clunk move freely?		
Is the Tank seal OK, no fuel leaks?		
Is the prop balanced, clean with no nicks and well secured?		
Is the spinner secured?		
Is the engine properly broken-in, Does it idles reliably?		

<u>Power plant (Electric)</u>	<u>N/A</u>	
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Is the Motor mount secure, Are the motor mounting bolts tight?	
Does the motor turn freely without making any scraping or rattling noises?	
How is the motor prevented from inadvertent starts?	
By disconnecting the Lipo battery?	
By means of an arming switch or plug	
Is the motor and battery wiring in good condition?	
Is the motor and battery wiring sufficient size?	
Is the ESC secure and sufficient capacity?	

<u>Power plant (Electric) cont'd</u>	
Is there sufficient cooling for the ESC?	
Are the motor bullet connectors secure and insulated?	
Is the Lipo battery puffy or damaged?	
Is the prop balanced, clean with no nicks and well secured?	

<u>Radio Compartment</u>	
Are the servo rails in good condition and well bonded to fuselage?	
Are all servo mounting screws in place and tightened?	
Is the receiver properly located and secure?	
Are electrical connections routed away from servo linkage and servo horn travel paths?	
Are all wire held firmly in place by tie wraps/zip ties, or fasteners?	
Are all servo connectors properly seated and secured in receiver?	
Is the receiver antenna in good condition and properly routed?	
Is the receiver battery fastened securely and fully charged?	
Is the receiver switch in good condition and mounted away from engine exhaust?	
Are all push rods OK, clevises secured and lock nuts in place?	

<u>Wing</u>	
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Are there any warps, cracks or damaged covering?	
Are the aileron hinges in good condition and well secured?	
Do the hinge lines have minimal gap?	
Is the Servo (servos) mounted correctly?	
Are the control rods OK, are the clevises and lock nuts secured in place?	
Are all linkages free of play and any springiness?	
Are all aileron servo wires in good condition are held clear of any linkage?	

<u>Final Assembly and Full System Check</u>	
Mount wing on fuselage, take care to route aileron servo wire	
Tighten wing bolts or install elastic bands (at least 10)	
Perform operational checks: Observing frequency control (72Mhz), switch the radio on.	
Check that transmitter and receiver are bound at low throttle. (Rebind if necessary)	
Operate all controls, check for interference and binding of all controls	
Check control surface direction, adjust the TX servo reversing switches if necessary	
Check control centering Ensure that trim controls on transmitter are centered.	
Check that ailerons, elevator, rudder and nose wheel are correctly centered. Adjust linkages if not, making sure all clevises are closed and locked when finished.	
Control throws: Ensure that all throws are to spec or otherwise reasonable.	
Check failsafe function Does throttle go to idle position?	
Perform a range check in accordance with radio owner's manual	

<u>Weight & Balance</u>	
Is the model too heavy?	
Is the center of gravity (CG) within the range shown on the plans? Or between 25 & 30 % of the wing cord?	
Is the model balanced left to right?	