

Pre-Flight Checklist:
(Recommended prior to each flight)

Before going to the Flight-Line- Prior to each flight verify the following:

- Aircraft has been fueled
- Fuel lines are in correct locations (tank pressure, carburetor, etc.)
- Receiver battery voltage has been verified
- Transmitter has been correctly checked out of the impound, with frequency pin

At the Flight-Line- Prior to starting the aircraft:

- Before the transmitter is initially turned on, make sure that you have the correct frequency pin first and that the pin matches the frequency of the transmitter in your hand. When the transmitter is first turned on, see if anyone on the flight line starts having any trouble. It is possible that someone may have forgotten to pull his own frequency pin; this will almost certainly crash their aircraft! If you hear someone yelling that they are having a control problem, immediately turn off your radio and investigate before proceeding.
- Transmitter battery voltage has been verified
- Model selectable transmitters have correct model selected
- All control surfaces move in the right directions (one more time, to be sure)
- Verify that control surface trims are correct
- There are no glitches on the controls

When starting the aircraft:

- Verify that the aircraft is secured by a tie-down or qualified assistant
- Throttle is set below mid-point
- All persons and equipment are clear of the "propeller rotation area"

From this point individual aircraft have unique requirements but the key point is that we want to ***maximize SAFETY by minimizing risks.***

Approaching Pilot Box:

- Always know the flight pattern prior to taking-off. Your first turn will always be away from the flight line- NEVER towards it
- Remember to call your intentions when taking-off, landing, entering and exiting the runway.
- Never work on an aircraft while it is sitting on the runway, you may be hit by a landing aircraft. Return your plane to the flight line or the pits if the adjustment can't be done quickly.