



<u>AIRWORTHINESS REVIEW</u>: The ultimate responsibility for the safety and airworthiness of the aircraft rests solely with the owner and/or pilot. This checklist is to be used as a guide by the pilot prior to flying at any MAAC event to ensure that the aircraft is ready for flight. It is recommended that this be copied and kept with your field box or Transmitter case.

- **GENERAL APPEARANCE** Check for damage, warps, loose or torn covering, etc.
- **PROPELLER** secure (check for cracks, damage)
- COWLING secure

- ENGINE securely attached
- **KILL SWITCH** in **OFF** position.(Electric models have arming plug removed or kill switch off when batteries installed), (Can I kill engine in flight with radio)
- CANOPY OR WIND SCREEN secure, no cracks
- HATCHES OR COVERS secure
- **RIGHT WING** attachment secure, (struts secure if applicable)
- RIGHT WING aileron hinges secure
- RIGHT WING control links and horns secure
- LANDING GEAR check struts for cracks, bends. Wheels and wheel collars secure
- TAIL SURFACES brace wires if applicable, taut and secure
- ELEVATOR hinges secure
- ELEVATOR control pushrods, links and horns secure stiffness
- RUDDER hinges secure
- **RUDDER** control pushrods or cables, links and horns secure.
- **LEFT WING** attachment secure (struts secure if applicable)
- LEFT WING aileron hinges secure
- LEFT WING control links and horns secure
- CONTROL CHECK Radio On: control surfaces/throttle moving correctly
 - Fail Safe Check (TX Off throttle closes)
 - Range check for all 72 MHz and 2.4 GHz radios
- **BATTERIES** Fully Charged?
- STARTING GLOVE, Stick or Starter?

<u>NOTE</u>

RESTRAINTS - All members shall use an appropriate method of restraining their model during starting and ground running of the model or during range checks when conducted with the motor running or where there is any danger of the motor starting as in the case of electric powered models.

Pilot Name:	Signature:
Date:	