



# Sun Valley Fliers



## Daily Aircraft Checklist

The following items should be checked regularly, at least before the first flight every flight date. It is recommended that most items be checked after each flight date, at home, so there will be no surprises at the field next time out. Do not fly aircraft that cannot pass all of these criteria.

- Propeller & spinner secure - propeller properly balanced & undamaged - Do not use a damaged propeller.
- Engine bolts secure to mount - Mount secure to firewall.
- Fuel tank secure? Preferably in foam rubber - Tank clunk free?
- Receiver, battery, all servos secure - Receiver in rubber - Wires clear of all moving control horns & pushrods - Antenna clear of servos.
- Minimal free play in servo horns & pushrods - Control horns secure - Clevis' secure with safety retainers.
- All control surface hinges secure (especially ARFs) with minimal gap - Free movement (no binds) all control surfaces - Rudder, elevator, ailerons
- Throttle travel, idle to full - Shut off travel OK - No servo bind at full throttle (nothing drains a battery more than a servo bind.)
- Nose wheel straight, at least sensitive position - Roll test on pavement
- Aileron servo connected - Retainer or baffle to keep aileron wire from entangling in aileron rods.
- Rubber band quantity & installation - Do not use old or used rubber bands. Recommended installation: 2 criss-cross, 6 straight (3 each side), 4 criss-cross
- Balance empty (no fuel) - Do not fly a tail heavy aircraft. Remember, a nose heavy plane flies sluggish; a tail heavy plane usually only flies once!
- AMA number & proper identification - Name and address inside
- Receiver battery voltage - Do not operate below 4.9 volts.