



CHECK LIST FOR INSPECTION OF A MODEL AIRCRAFT

The following checklist is to be completed by an authorized Inspector prior to Test Flights. The check boxes are to be marked "N/A" if not applicable, ticked if satisfactory, or left blank pending re-inspection if unsatisfactory.

The checklist is subsequently used by the operator of the aircraft;

(a) at the beginning of a flying session (all item)

(b) Before every flight (items marked "P" only)

The checklist is arranged in a systematic fashion assuming a standard tractor-type aircraft. Variations will be necessary for different types of aircraft.

1. UNASSEMBLED INSPECTION

	Tick
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1.1 WING GROUP

Fuselage attachment points		
Strut attachment points		
Rigging wire attachment points		
Servo mounting		
Pushrods/cables and actuating links		
Control horns		
Clevis/actuating link attachment points		
Control surface hinges and gaps (see note 1)		
Undercarriage integrity and attachment points		
Structure (see note 2)		
Covering integrity		

1.2 FUSELAGE GROUP

Wing attachment points		
Undercarriage integrity and attachment points		
Servo mounting		
Pushrods/cables and actuating links		
Control horns		
Clevis/actuating link attachment points		
Control surface hinges and gaps (see note 1)		
Fin and rudder assembly		
Tail plane		
Bracing/strut attachment points		
Structure (see note 2)		
Covering integrity		
Fuel tank compartment adequate ventilation of vapors to exterior		
Receiver compartment adequate insulation from exhaust and/or engine heat		

1.3 POWER PLANT

Propeller secure and undamaged	P	
Spinner secure and clear of propeller blades	P	
Engine mounting and accessories secure	P	
Cowling attachment	P	
Magneto switch functioning and Off	P	
External servicing points (fuel, plug etc)		

1.4 RADIO EQUIPMENT

Receiver installation		
Battery installation		
Aerial installation		
Switch installation		
Wiring and plugs clear, undamaged and secure		

Note 1; Check for cracking near hinges, control horn and mass balance attachment points. Pull on control surface to verify integrity of hinges. Move surface to determine if any free play is present.

Note 2; Check for damage, distortion and cracking



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2. ASSEMBLED INSPECTION

	Tick
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2.1 GENERAL

First ensure that all components fit together correctly, and that no undue strain is needed to achieve proper alignment.		
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2.2 RIGHT WING

No non-design twists or warps		
Wingtips true		
Wing leading edge		
Struts and rigging secure		
Attachment to fuselage		
Undercarriage attachment		
Alignment of control surfaces.		

2.3 FUSELAGE and TAILPLANE

Horizontal stabilizer attachment	P	
Fin and rudder attachment	P	
Struts and bracing secure	P	
Alignment of empennage with respect to wing	P	
Alignment of control surfaces	P	
Tail wheel assembly		
Canopy		

2.4 LEFT WING

No non-design twists or warps		
Wingtips true		
Wing leading edge		
Struts and rigging secure		
Attachment to fuselage		
Undercarriage attachment		
Alignment of control surfaces.		

2.5 MISCELLANEOUS

Centre of gravity		
Sense and throw of all control surfaces	P	
Engine off radio check		
Fuel, air pressure, battery charge sufficient	P	

2.6 CHECKS WITH ENGINE(S) ON

Aircraft secure before start (tied down and/or held)	P	
Engine performance and reliability	P	
Propeller and spinner balance	P	
No airframe vibration	P	
Radio reliability	P	
Radio range	P	