

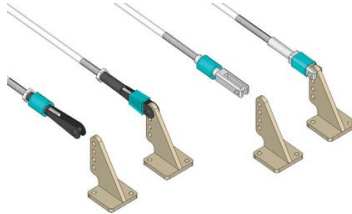
## Safety Checks at the Field – To be used Flyers – and also by a Contest Director or Range Safety Officer

The purpose of pre-flight checks is to ensure that your R/C plane is in a fit and safe condition to fly, and that everything is working as it should. Exact pre-flight checks might differ from plane to plane, but there are some fundamental checks that *all* R/C airplanes need to have done, immediately before flight.

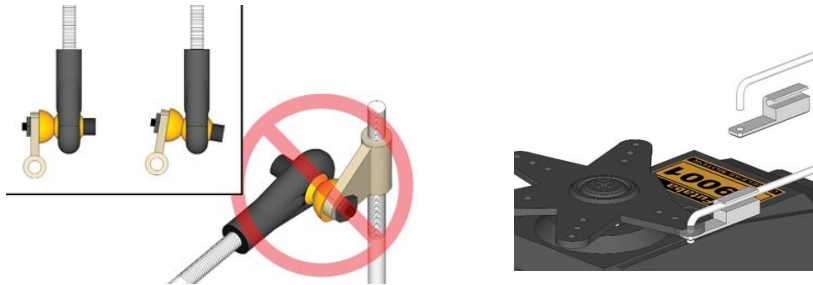
If you neglect to carry out the pre-flight checks before you fly your R/C airplane, and something is badly amiss, then an avoidable crash is very likely. Many R/C pilots have lost their beloved aircraft seconds after take-off, simply because they didn't do the checks!

Listed below (in no particular order) are the *minimum* checks that you need to carry out before you may fly at the CARFF Field and should be done before you take off anyway...

- If Gasoline Powered or Turbine – **FIRE EXTINGUISHERS ARE MANDATORY – NO EXCEPTIONS!**
- All servos are tight and secure, and linkages to servo and control surfaces are secure.
- Servo horns and control horns are secure and not loose. Fuel Tubing (or similar) is clamping clevises together. See Below...



- Servo linkages are able to move freely and are not binding, and clevis's are secured with fuel tubing. No Ball-links on Aileron Horn!



- All servo connections to the receiver, battery pack and ESC are secure and correct. Prefer taped together to ensure they stay together.
- The receiver and motor battery pack are securely fixed and cannot move during flight.
- Receiver antenna (aerial) or satellite receiver is correctly positioned and not damaged.
- The propeller nut is tight/spinner is secure. Propeller is free of nicks, and is not made of nylon!
- Engine screws are tight and Engine/motor is not loose.
- The wing and empennage are secured properly (*i.e.* with the correct method of fixing; rubber bands, or wing nuts, etc.)
- All control surfaces move in the correct direction *ie*: moving the rudder stick left moves the rudder to the left....
- All control surface hinges are secure. Force needs to be applied so that when you pull the control surface away from its respective flying surface, it remains secure.

- No excessive hinge gap, loose hinges, or control surfaces that will not move properly with some force applied.
- The engine/motor power works correctly.
- The radio failsafe is set and working correctly (if applicable).
- A range check.

This last one, the **range check**, is *very* important so we'll cover it in more detail...

The purpose of the range check is to make sure the radio signal from transmitter to receiver is strong, so that you can fly your R/C airplane at a normal distance away from you without it going out of radio range. If your plane does go out of range, then you lose all control.

### **Wiggle Check**

- With the engine running – check controls and operation OK.
- Engine idle OK!