

Training

Again last month we discussed the benefits of using lists to assure that the many things needed to be brought to the field get brought, and the many things that need to be done related to flying actually get done. Remember also that we said we would **not** try to propose what your lists should include. Last month we showed one example of a fairly detailed list. All we will do this month is include two more examples of useful lists actually used by CVA members. Note again that the level of detail is strictly up to you, how you think, and how you like to work. Example 3 works for the user because many of the smaller items needed are grouped and always stored within the items actually on the list. Hopefully you can find benefit. Feel free to use any parts of these examples in your list(s), or, you may not like these lists at all and prefer to develop your own tailor-made-for-you lists. Try it...its really kinda' fun! And, I think you will find your lists will really be a great help to you.

And, in case you've gotten bored with this topic, next month we will start on a totally new subject. In the meanwhile...

Remember to try something new each time you fly!

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Example 2

R/C Pre-flight Checklist

1. Assemble your plane in the staging area.
 - a. Hold fuselage nose up and shake. Listen for the fuel clunk.
 - b. Check your receiver voltage.
 - c. Make sure everything is secure and the aileron cables are connected.
 - d. Use fresh rubber bands or breakaway or regular bolts.
2. Take plane to pit area and **secure with a restraint** or **held by an assistant**.
3. **Place your frequency pin in the board.**
4. Range Check your radio.
 - a. **Turn Transmitter on 1st and Receiver 2nd.**
 - b. Check your Transmitter voltage.
 - c. **Make sure your transmitter is set to the CORRECT AIRCRAFT.**
 - d. Make sure controls move in the proper direction
 - e. Make sure the trim controls are centered. (except throttle)
 - f. Walk 100 feet away from your plane with the antenna down and pointing at the plane, control surfaces should be stable & responsive.
 - g. With an instructor (if in training) attach the buddy box and check for consistent movement.
5. Fuel your plane.
 - a. Catch overflow.
 - b. Reconnect fueling lines.
6. Open throttle and prime your engine. **Close Throttle.**
 - a. Turn prop over by hand 2 or 3 times to eliminate possible liquid lock.
7. Attach glow starter.
8. Make sure your plane is **restrained** by some means and prop-line is clear.

9. Hold the plane securely, clear of the prop, and start your engine. **Be Careful**
10. Move your field box and get behind the plane.
11. Advance your throttle to make sure the engine is running smoothly.
12. Throttle back and remove glow starter.
13. Cycle the throttle to make sure the engine is running properly.
14. Release your plane.
15. **Extend your transmitter antenna.**
16. Taxi to the taxi-way **with controlled speed.**
17. Go to the pilot box with your plane on the taxi-way. Set your Timer!
18. Announce to the other pilots that you are; **”Taking the field”.**
19. Taxi onto the runway. (if Clear)
20. Announce that you are; **“Taking off”.**
21. While flying make sure other pilots know your intentions.
 - a. **Fly with the pattern.**
 - b. Announce if you are going to do low level passes or touch and go’s.
22. Announce when you are going to land or are **“dead-stick”.**
23. After landing announce your intention of going on the field if you have to retrieve your aircraft.
24. Announce **“Clear”** when you are on the taxi-way to the pits.
25. Cut off your engine at end of taxi-way.
26. Turn off Receiver 1st and Transmitter 2nd.
27. Return to the pits and remove frequency pin from the board.
28. **Great Flight!!!!**

Example 3

List of Things to Take to the Field

Bug Spray
 Cooler, drinks, water and wet rag
 Chair
 Plane or planes for the day
 Cell phone and club phone list
 Fuel
 Glasses and sunglasses
 Hat
 Parts Bag
 Jumper battery and appropriate charger(s)
 Starter Bag
 Tool Box
 Transmitter
 Tarp and Bungee Cords