

Chinook Winds RC Club

Re: Flight Safety – Maiden Flight Air Worthiness Inspections

Crashes unfortunately are a fact of life in our hobby. Crashes as you are aware an uncontrolled event can create a hazard for all other pilots, spectators and equipment. In an attempt to increase the safety at our field “Air Worthiness Inspections” will be completed before all maiden flights. This are not unlike the inspections that now normally happen before training flights or maiden flights where a third party has look at the plane to determine if there are any obvious “fatal flaws” that can be detected. Now these will be documented on the checklist provided.

Maiden flights can only happen when no other planes are in the air and everyone is aware a maiden flight is occurring.

Maiden preflight inspections will be performed by any instructor.

For the purpose of this document maiden flights are defined as follows;

- The first flight of any plane
- The first flight after a major air frame repair

Experimental Aircraft will be allowed 3 flights, all of which will be considered to follow the rules of a maiden flight, in order to achieve safe stable controlled flight equivalent to normal aircraft Three consecutive safe flights must occur to prove it is safe and airworthy, if this is not achieved no further flights will be allowed until the problems are corrected. This not intended to stifle creativity but rather improve field safety for all. The air worthiness evaluation during the maiden flight will be the consensus of opinion of those present on that day.

Experimental is defined as follows;

- Any home designed plane
- Any plane that has an alteration to the airframe

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Aircraft Inspection Checklist

Pilots Name (please print): _____ **Date:** _____

This inspection is to be performed by the pilot who is solely responsible for the aircraft. Items to be inspected in the presents of the inspector are listed below and all must be checked. The inspector's only responsibility is assure that all items are checked and the inspection is signed by the pilot.

Inspection Criteria

Balancing of Aircraft

- Has the Aircraft been balanced Yes or No _____
- Method of Balancing _____

All Control Surfaces

- Hinges tight
- Control linkages secure
- Safety devices on all clevises
- Servo arms secure and tight
- Safety devises on all servo extensions
- Also servos are mounted properly with adequate linkages

Landing Gear

- Steering functional
- Retracts solid

Fuselage

- Wings, fins. Stabs securely attached
- Canopy and hatch securely attached
- Name and MAAC # on plane

Radio Check and frequency PIN

- Left is left
- Right is right
- Up /down
- Flaps
- Gear
- Batteries
- Operating Kill Switch for gas engines
- Range check complete

Power System

- Engine is mounted properly with incidence that appears to be standard
- Fuel lines and connections are proper and tank is secured, vent is proper (depending on gas or fuel)

Aircraft make, model, color: _____ **Experimental yes or no:** _____

Comments or concerns:

Has the model passed inspection?

- Yes No

Was the maiden flight successful?

- Yes No

Pilot signature: _____ **Date:** _____

Inspector Signature: _____ **Date:** _____