CHECK LIST FOR INSPECTION OF A
ROTARY WING MODEL AIRCRAFT

The following checklist is to be completed by an authorised 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 helicopter:
(a) at the beginning of a flying session (all items)
(b) before every flight (items marked “P” only)

The checklist is arranged in a systematic fashion assuming a standard single rotor helicopter.

		Tick
1. Rotor Head Group		
Rotor blade grips and blades mounted correctly and secure		
Rotor blade direction correct and blade balance checked		
Rotor blades undamaged	**P**	
Blade tracking checked – static		
Control direction correct	**P**	
Flybar centred and paddles mounted correctly and secured		
Paddle direction correct		
Ball links undamaged	**P**	
Swash plate movement free and phasing correct	**P**	
2. Tail Rotor Group		
Drive shaft gearing mesh correct		
Drive belt tension correct (if fitted)	**P**	
Rotation direction correct		
Tail blade grips and blades secured		
Tail blade direction correct and blade balance checked		
Tail blade pitch range adequate		
3. Chassis		
Skid set strong enough		
Skid set secure		
Fasteners adequate and locked where required		
4. Fuselage Group		
Mounting to chassis secure		
Braced for rigidity if required		
Canopy/Windows secure		
5. Power Plant and Fuel Systems		
Fuel tubing appropriate		
Tank mounting cushioned		
Clunk and feed connected correctly		
Tank height correct or fuel pumped		
Pressure systems connected correctly		
Engine, transmission aligned and movement free		
Ignition kill switch operation if petrol motor fitted		
Electric motor speed control has electrical filter fitted in feed to receiver		
Electric motor power system and wiring physically separated from radio system		

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		Tick

6. Radio Equipment

All transmitter functions set up correctly including Fail Safe	**P**	
Receiver vibration proofed		
Gyro soft mounted, control sense correct and neutral set		
All leads secured and protected		
Battery vibration proof and secure		
Connectors and wiring heavy enough for power loads and length		
Switch mounted, accessible and adequate for power loads		
Servos rubber mounted or vibration proofed		
Servo arms robust and secure		
Servo arm ball joints secure, servo arms not stressed (predrilled) and locknuts fitted and *Locktited*		
Servo power/torque adequate		
Antenna routed appropriately		
Radio range		

7. Control Systems

Ball links large enough		
Ball joints locked and centred		
Arms free and not fouling		
Push rods large enough and not bent		
Controls free with sufficient travel and not fouling	**P**	

8. Miscellaneous

Fasteners locked where required		
No stripped threads		
Metal to metal contact minimised		
Nyloc nuts or lock nuts used		
Ball races smooth		
Fastener size appropriate		
Centre of Gravity correct		

9. Checks with engine running and/or rotors spinning

Vibration levels low	**P**	
Blade tracking – low speed		
Engine tuning and cut off	**P**	
Clutch operation	**P**	

10. Flight Checks

Vibration minimised	**P**	
Head speed not too high or too slow	**P**	
Blade tracking – flight speed	**P**	
Engine tuning correct	**P**	
Muffler quiet enough	**P**	
Gyro gain and centring correct	**P**	
Pitch range matched to engine power	**P**	
Governor operation correct	**P**	