Pre flight checks and Post flight where appropriate

SWEETS (general checks)

S – Sun: Consider the Sun's position and strength, and how these might change during the session. Be careful not to fly your aircraft into the sun, as you may lose visual line of sight and consequently control of your aircraft

W- Wind: Consider the Wind's direction and strength, and the likelihood of any turbulence. Be careful not to fly your aircraft outside of the safe limits of your aircraft and/or your own ability

E – Environment: Consider the environment and conditions you are likely to be flying in. Is there a possibility of rain, mist or fog, and or fading light conditions that might affect visibility and safety? Do you have enough safe space to fly without getting too close to uninvolved people. Can your aircraft complete a safe circuit in the area you want to fly. Is there anything in the area that could cause interference to your aircraft or controls.

E – Emergencies: Consider possible emergencies that might occur when you're flying and what you would do if they occur. For example, if your aircraft were to malfunction, where would it land. If an uninvolved person enters where you're flying, can you move away from them safely

T – Transmitter control & frequencies: Consider the Tx control system in use, and the frequencies being used. Are you in the designated Tx operating area? Are you likely to cause interference to others, or even be affected by them.

S – Site Rules: Consider the rules for the location you are flying, from club rules to local regulations such as council byelaws

SMART (Transmitter checks)

S – Switch On

M – Model correctly selected, meter in green (Voltage OK)

A – Aerial extended (35 MHz) and correctly orientated if adjustable

R – Rate switches in correct position

T –Trims correctly positioned

Location

Site rules and no fly zones

Specific restrictions

Public access

Is peg board required

Where best can you land in emergency

Weather

Where is the sun

What direction is the wind

Which runway to use

Do you need a peaked cap and / or sunglasses

Tx checks

Correct model selected

Battery voltage satisfactory

Aerial (extended if 35MHz) or oriented correctly if 2.4GHz and aerial is movable

If using callouts/audible warnings, volume correctly set

Timer correctly set

Rate switches in correct positions

Model

General condition

Wings and hatch(es) secure

All air surfaces free to move and hinges secure

Push rods connected and secure

Prop clean and no chips or cracks (and previously checked for balance before fitting)

Undercarriage secure and wheels free to move

Motor/engine secure on firewall and no movement of firewall

Rx battery sufficiently charged (if appropriate)

Correct flight battery selected

Flight battery fully charged and balanced / fuel tank full

Battery securely fitted to give correct C of G (Check C of G if not normal battery or new model)

Plane secured facing away from pits

All surfaces move in correct direction in response to Tx

Fail safe operational

Range test – all three planes (x,y &z) – make sure you enable reduced power!

Operator ID displayed correctly on the model

You hold a valid Flyer ID

ARE YOU CONFIDENT THAT YOU AND THE MODEL IS SAFE TO FLY?

Observe all pit safety and access to flight line requirements

Post flight checks

Always put the model back in the restraint as soon as you return to the pits

ALWAYS disconnect the flight battery immediately after returning to the pits, if not before

Turn off the Rx THEN the Tx

NEVER turn off the Tx before disarming the model.

Post flight checks are similar to the pre flight checks and are primarily concerned with identifying any potential damage or defects, especially after a heavy landing. After a heavy landing focus particularly on the areas that may have sustained damage e.g if the model came down heavily then the undercarriage components and fixings, if it flipped over then the tail fin, prop and stabilizer need careful examination etc

If the model didn't respond as expected then look carefully for any possible cause

If the model is IC powered then clean the fuel residue from the model.

Remove any mud or other contamination and clean the prop if necessary.

If electric powered check the remaining capacity of the flight battery. If IC then check on how much fuel remains and drain if not intending flying again.