



# CHECK LIST FOR INSPECTION OF A PULSE JET POWERED MODEL AIRCRAFT

The following checklist is to be completed by an authorised MAAA Aircraft Inspector with a Pulse Jet Endorsement 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 aircraft:

- (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 pulse jet powered aircraft. Variations will be necessary for different types of aircraft.

## 1. UNASSEMBLED INSPECTION

Tick
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### 1.1 WING GROUP

Fuselage attachment points		
Servo Mounting		
Pushrods/Cables and actuating links		
Control horns		
Clevis/actuating link attachment points		
Control surface hinges and gaps (see note 1)		
Undercarriage integrity and attachment points		
Structure (see note 2)		
Covering integrity		

### 1.2 FUSELAGE GROUP

Wing attachment points		
Undercarriage integrity and attachment points		
Servo mounting		
Pushrods/cables and actuating links		
Control horns		
Clevis/actuating link attachment points		
Control surface hinges and gaps (see note 1)		
Fin and rudder assembly		
Tail plane		
Structure (see note 2)		
Covering integrity		

### 1.3 POWER PLANT

Intake duct secure and undamaged	<b>P</b>	
Exhaust ducting secure and undamaged	<b>P</b>	
Engine mounting and accessories secure	<b>P</b>	
Engine cowling/shroud attachment	<b>P</b>	
Inflight fuel shut off valve switch functioning and off	<b>P</b>	
External servicing points (fuel, plug gas connector etc)	<b>P</b>	
Internal heat insulation/ shielding to fuselage skin	<b>P</b>	

### 1.4 RADIO EQUIPMENT

All transmitter functions set up correctly including Fail Safe	<b>P</b>	
Receiver installation		
Battery installation		
ECU battery		
Aerial installation		
Switch installation		
Wiring and plugs clear, undamaged and secure		

**Note 1:** Check for cracking near hinges and control horns. Pull on control surface to verify integrity of hinges. Move surface to determine if any free play is present. Excessive gaps between surfaces should be avoided.

**Note 2:** Check for damage, distortion and cracking.



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## 2. ASSEMBLED INSPECTION

Tick
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### 2.1 GENERAL

First ensure that all components fit together correctly, and that no undue strain is needed to achieve proper alignment.		
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### 2.2 RIGHT WING

No non-design twists or warps		
No visible structural defects		
Attachment to fuselage		
Undercarriage attachment		
Alignment of control surfaces		

### 2.3 FUSELAGE and TAILPLANE

Horizontal stabilizer attachment		
Fin and rudder attachment		
Alignment of empennage with respect to wing		
Alignment of control surfaces		
Undercarriage / secure and		
Canopy securing system satisfactory		

### 2.4 LEFT WING

No non-design twists or warps		
No visible structural defects		
Attachment to fuselage		
Undercarriage attachment		
Alignment of control surfaces		

### 2.5 MISCELLANEOUS

Centre of gravity		
Sense and throw of all control surfaces	<b>P</b>	
Engine off radio check		
Fuel, air pressure, battery charge sufficient	<b>P</b>	
Gas container secure and replenished	<b>P</b>	
Conversant with MAAA Pulse Jet Rules		
Able to demonstrate working knowledge of use of Fire Extinguisher		
Conversant with engine start and running procedures		
Conversant with emergency shut down and fuel isolation		

**BEFORE STARTING ENGINE(S) – FIRE EXTINGUISHER SUITABLE FOR THE TASK MUST BE PRESENT WITH SAFETY PIN REMOVED**

### 2.6 CHECKS WITH ENGINE(S) OFF

Aircraft secure before start (Brakes on/or held)	<b>P</b>	
Emergency shut down procedure	<b>P</b>	
Mechanical fuel shut off check	<b>P</b>	
Radio range check		
Brakes checked on/off	<b>P</b>	
Fuel/Air leaks	<b>P</b>	