The above picture isn't very pretty; it's a well-used trainer used probably one time too many. But used or new, planes have been known to crash in our hobby.

Pilots flying radio-controlled planes actively know there are many variables they cannot control, including:
- Excessive wind
- Fog
- Strong wind gusts

The following is written by pilot Jim Stroud, emphasizing some of the variables we have before our planes take to the sky.

Check List? What checklist? I do not need a stinking check list!

Pilot checklists were first begun after a prototype B-17 crashed during a test flight on 30 October 1935. During a take-off from Wright Field, Ohio, the plane crashed, due to locked control surfaces. Killed was early military aviator and test pilot, Maj. Ployer Peter Hill.

As modelers, do we need a checklist? The answer is yes. I have seen many crashes due to not using a mental or written check list. How many crashes have

you seen (or had) due to the wrong model selected on a transmitter or a control surface reversed?

What should you have on your pre-takeoff checklist? A Basic List

This is a basic checklist that can serve as starting point for your particular plane.

1. Is your transmitter battery fully charged?
2. Is your receiver battery fully charged?
3. Is your transmitter antenna fully extended?
4. Is it fueled up or battery charged?
5. Is the right model selected on your transmitter?
6. Are all of the switches in the correct positon for model you are going to fly?
7. Have you selected the correct control rate for take off (dual rate) ?
8. Do a control check. Take the time to do a slow check to ensure that the surfaces are moving to the correct positon.

I have seen crashes this year caused by all of the items listed on the above check list, and I will bet you have, too. If you follow the 8 steps in the above checklist, you will greatly reduce your chances of a crash due to a brain fart.